The China Mail.

Established February, 1845.

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AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E.C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DEACON & Co., 150 & 154, *Leadenhall Street*.
PARIS AND EUROPE:—AMEDEE PRINCE & Co, 36, *Rue Lafayette, Paris*.
NEW YORK:—ANDREW WIND, 21, *Park Row*.
SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.
CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.
SINGAPORE, STRAITS, &c.:—SAYLE & Co., *Square, Singapore*. C. HEINSZEN & Co., *Manila*.
CHINA:—*Macao*, F. A. DE CRUZ. *Swatow*, QUELCH & Co. *Amoy*, WILSON, NICHOLLS & Co. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.
2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.
3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.
5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.
7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
JOHN WALTER,
Acting Chief Manager.

Hongkong, June 7, 1886. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL,.....$7,500,000
RESERVE FUND,.....$4,500,000
RESERVE FOR EQUALIZATION OF DIVIDENDS,..... $ 200,000
RESERVE LIABILITY OF PROPRIETORS,..... $7,500,000

COURT OF DIRECTORS.
Chairman—A. MCIVER, Esq.
Deputy Chairman—M. GROTE, Esq.
Hon. J. BELL-IRVING. C.D. BOTTOMLEY, Esq. W. H. F. DARBY, Esq. H. L. DALRYMPLE, Esq. H. HOPPIUS, Esq. E. H. M. HUNTINGTON, Esq. Hon. A. P. MCEWEN. Hon. F. D. SASSOON.

CHIEF MANAGER.
Hongkong,.....THOMAS JACKSON, Esq.
Acting Chief Manager—JOHN WALTER, Esq.
MANAGER.
Shanghai,.....EWEN CAMERON, Esq.
LONDON BANKERS.—*London and County Bank.*

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
JOHN WALTER,
Acting Chief Manager.

Hongkong, August 23, 1886. 947

Notices of Firms.

NOTICE.

THE Undersigned has This Day RESUMED the PRACTICE of DENTAL SURGERY at Hongkong.
H. H. WINN, D.D.S.
CONSULTING ROOMS, Bank Buildings, Queen's Road, opposite Main Entrance to Hongkong Hotel.
Hongkong, November 8, 1886. 2123

NOTICE.

DURING my temporary Absence my Business, of SHARE AND GENERAL BROKER, and AUCTIONEER, also the AGENCY of MESSRS. CALDBECK MCGREGOR & Co. of Shanghai, will be conducted by MR. W. KERFOOT HUGES.
E. JONES HUGHES.
Hongkong, November 11, 1886. 2150

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.
Hongkong, July 25, 1878.

Intimations.

W. BREWER is now showing a great variety of New Designs in CHRISTMAS CARDS, including:—Native Cards with Pidgin English Mottoes. Japanese Silk Cards with Appropriate Greetings. A New Series of Cards with German and English Greetings. Photos of Hongkong and Chinese Characters with Pidgin English Sing Song. Very beautiful American Country Scenes, frosted. Etched Palette Cards for Colouring. The Robin Series. Very Handsome Cards in boxes. Plain Gold Blocked Cards with Simple Mottoes. Already very Popular. A great variety of Other Cards to suit every taste.—PRICES VERY MODERATE.
W. BREWER,
under Hongkong Hotel.
Hongkong, October 30, 1886. 2069

'THE CHINESE TIMES.'

ON or about the 15th of November, 1886, will be published, at Tientsin, the first number of

'THE CHINESE TIMES,'

A Weekly Newspaper in the English Language.

TERMS OF SUBSCRIPTION:
For 3 months $4.00
" 6 " 7.00
" 12 " 13.00

TERMS FOR ADVERTISEMENTS:
For 1 inch single column, each insertion..... $1.00
" 1 inch double do. do. 2.00
" 1 " triple do. do. 3.00
Fraction of an inch to count as one inch.

Special terms for Contract Advertisements.

Further particulars, apply to
KELLY & WALSH, LIMITED, SHANGHAI;
OR
THE TIENTSIN PRINTING Co., TIENTSIN.
November, 1886. 2176

THE HONGKONG & MACAO GLASS MANUFACTURING COMPANY, LIMITED.

THE Ordinary General MEETING of SHAREHOLDERS will be Held at the REGISTERED OFFICE of the Company, Hongkong, on THURSDAY, the 25th November, 1886, at 11 o'Clock a.m., for the purpose of receiving a Report of the General Managers, together with a Statement of Accounts, and for electing a Consulting Committee and Auditors.
RUSSELL & Co.,
General Managers.
Hongkong, November 17, 1886. 2194

THE HONGKONG & MACAO GLASS MANUFACTURING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY MEETING of this Company will be Held at the REGISTERED OFFICE of the Company, Hongkong, on THURSDAY, the 25th November, 1886, at 11.30 o'Clock a.m., for the purpose of considering whether the Company shall Continue Working, or temporarily Suspend Operations.
RUSSELL & Co.,
General Managers.
Hongkong, November 17, 1886. 2195

VICTORIA LAUNDRY COMPANY, LIMITED.

AN EXTRAORDINARY MEETING of SHAREHOLDERS in the above-named Company will be held in the HONGKONG HOTEL on THURSDAY, the 25th Inst., at 3 o'Clock p.m., for the purpose of adopting the Directors' Report and Statement of Accounts up to the 15th Instant, and to Confirm the Special Resolutions for winding up the Affairs of the Company passed at the Meeting held on the 13th Instant.
For the Board,
G. C. ANDERSON,
Chairman.
Hongkong, November 16, 1886. 2184

HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

AN Extraordinary General MEETING of SHAREHOLDERS will be Held at the HONGKONG HOTEL on FRIDAY, the 26th Instant, at 3 o'Clock in the Afternoon. Business: To consider a Proposal from Chinese to Lease the Premises for the purpose of continuing the business of the Laundry; and to discuss other matters.
By Order,
WILLIAM LEGGE,
for the Directors.
Hongkong, November 15, 1886. 2173

HONGKONG RACES, 1887.

WEDNESDAY, THURSDAY & FRIDAY, *the 23rd, 24th, and 25th February.*

HONGKONG DERBY.

THE HONGKONG DERBY, a SWEEPSTAKES of $20 each, half forfeit if declared on or before the date of Closing Entries, with $100 added for 1st Pony and $50 for 2nd. For all China Ponies *bonâ fide* Griffins at date of Entry (SATURDAY, the 22nd January, 1887), First Pony 70 per cent., Second Pony 20 per cent., and Third Pony 10 per cent. Weight 10st. 10lbs. Distance, One-Mile-and-a-Half.
NOMINATIONS CLOSE on SATURDAY, the 18th December, 1886, addressed to the CLERK OF THE COURSE, at the Hongkong Club.
By Order,
J. GRANT,
Acting Clerk of the Course.
Hongkong, November 5, 1886. 2114

Mr. Andrew Wind,
NEWS AGENT, &c.
21, PARK ROW, NEW YORK; is authorized to receive Subscriptions, Advertisements, &c., for the *China Mail*, *Overland China Mail*, and *China Review*.

Business Notices.

LANE CRAWFORD & Co

HAVE NOW RECEIVED THEIR NEW STOCK OF

SADDLERY, &c.

BUCKSKIN RACING SADDLES.
BUCKSKIN HACK SADDLES.
LADIES' SIDE SADDLES.
DOUBLE and SINGLE SNAFFLE BRIDLES.
SURCINGLES and MARTINGALES.
BODY ROLLERS and KERSEY.
JOCKEY and DRIVING WHIPS.
HUNTING CROPS and DOG WHIPS.
WOOLLEN GIRTHS and HALTERS.
RACING and MILITARY SPURS.
BROWN and BLACK PONY HARNESS.
DOG LEADERS and DOG COLLARS.
WEB and LEATHER STIRRUP-SLINGS.
THICK FELT SADDLE CLOTHS.
DRIVING REINS and DOG MUZZLES.
HORSE CLIPPERS, HORSE BRUSHES.
CURRY COMBS and MANE COMBS.
Also,
ENGLISH-MADE RIDING BOOTS.
BROWN BOOT TOPS.
LANE, CRAWFORD & Co.
Hongkong, November 17, 1886. 2190

ROBERT LANG & Co.,
Tailors, Hatters, Shirtmakers & General Outfitters,
QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

ST. ANDREW'S BALL.

SPECIALLY
BLACK SUPERFINE CLOTH DRESS SUIT, $30.00.

HIGHLAND COSTUMES.

We Have Imported a Selection of
CLAN TARTANS, KILTINGS, SPORRANS, SKENE DHUS, &c., &c.

See our East Window.
Hongkong, November 1, 1886. 2081

W. POWELL & Co.

Toys! Toys!! Toys!!!
OVER 300 DOLLS.
TOYS of every Description.
CHRISTMAS PRESENTS in great Variety.
A Choice Selection of CHRISTMAS CARDS.
ALBUMS, WORK BASKETS, WRITING CASES, PLUSH & LEATHER BAGS, LADIES' AND GENTLEMEN'S COMPANIONS, PERAMBULATORS, &c., &c., &c.
W. POWELL & Co.
VICTORIA EXCHANGE, November 8, 1886. 2128

Victoria Hotel,
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal HOTELS in the place.
The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.
The Accommodation and Service of every kind will be found to be of the best description.
An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.
The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.
The HOTEL is unsurpassed for comfort, convenience and quick service.
Continental languages are spoken.
Messrs. DORABJEE & HING KEE,
Proprietors.
Hongkong, September 16, 1885. 1612

THE BON MARCHE.
(*CHEAP MARKET.*)
ADJOINING THE STAG HOTEL (NEXT DOOR).
CONSISTING OF A STOCK OF FANCY AND USEFUL ARTICLES,
At Cash Prices and for Cash only.
PIPES, TOBACCOS, CIGARS, BOOKS, NOVELS, MUSIC, WATCHES, MUSICAL INSTRUMENTS, ALBUMS, KNIVES, CUTLERY, LEATHER GOODS, CLOCKS, and a varied Stock of Fancy GOODS of all kinds.
BON MARCHE, next door to THE STAG HOTEL.
Hongkong, September 8, 1886. 1739

KELLY & WALSH, LD.,
ARE NOW SHOWING THEIR NEW SEASON'S
CHRISTMAS AND NEW YEAR'S CARDS,
Comprising:—
A Magnificent Assortment of PRANG'S AMERICAN CARDS, HAND PAINTED CARDS handsomely mounted in PLUSH and SATIN, HAND PAINTED OPALS, and a very large Selection of CHEAP CARDS ranging in Price from 5 Cents upwards.

THE SPECIAL NOVELTY OF THIS SEASON
CONSISTS OF A SERIES OF
ORIGINAL WATER COLOUR PANEL SKETCHES,
DEPICTING CHINESE LIFE AND CHARACTER, specially Painted for us by ENGLISH ARTISTS.
We are SOLE AGENTS for Mr. Griffith's CHRISTMAS PHOTOGRAPHIC VIEWS OF HONGKONG reduced to Cabinet size with PIDGIN ENGLISH VERSES, which obtained so large a measure of success last year. A New Set of VIEWS and CHARACTER SKETCHES, with suitable Greetings in ENGLISH and GERMAN, is in active preparation.
KELLY & WALSH, LIMITED, HONGKONG.
Hongkong, October 25, 1886. 2027

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY, in great variety.
DIAMONDS
AND
DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATTERNS, at very *moderate prices.* 742

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.
In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.
D. GILLIES,
Secretary.
Hongkong, August 25, 1885. 1458

Prospectus.

ABRIDGED PROSPECTUS
OF
THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY (LIMITED.)

INCORPORATED UNDER THE COMPANIES' ORDINANCES OF HONGKONG.

CAPITAL, - - - - - - $1,700,000,
Divided into 17,000 Shares of $100 each, payable as follows:—
$25 on application and $75 on allotment.

Directors:
THE HONORABLE J. BELL-IRVING.
THE HONORABLE F. D. SASSOON.
THE HONORABLE A. P. MCEWEN.
C. P. CHATER, Esq.
W. H. T. DARBY, Esq.
M. GROTE, Esq.
H. HOPPIUS, Esq.
E. H. HUNTINGTON, Esq.
J. S. MOSES, Esq.

Bankers:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Secretary:
ISAAC HUGHES, Esq.

Solicitors:
MESSRS. WOTTON & DEACON.

Auditors:
MESSRS. G. S. COXON AND T. I. ROSE.

THIS Company has been formed for the purpose of amalgamating and working as one concern the undertaking known as MESSRS JARDINE, MATHESON & Co.'s PIERS AND GODOWNS with the undertaking known as the HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO BOAT COMPANY. The objects of the Company are more particularly set out in the Memorandum and Articles of Association, copies of which can be seen in London at the offices of MESSRS MATHESON & Co., No. 3 Lombard Street, E.C.; in Shanghai at the offices of MESSRS JARDINE, MATHESON & Co., and in Hongkong at the Company's Office, Pedder Street, Hongkong.
The property known as MESSRS JARDINE, MATHESON & Co.'s PIERS AND GODOWNS consists of portions of Marine Lots Nos. 95, 96, 97 and 98, and a right of water frontage of over 617 feet, and an area of over 100,000 square feet, with the Godowns and buildings thereon, having a gross storage capacity of over 50,000 tons; the Wharf, measuring on the main front 580' × 50', on the arm 325' × 30' and on the siding 275' × 50', showing a total berthing capacity of 1180 feet; a pair of Shears capable of lifting 25 tons, and rolling stock, including 4038 feet of Decauville's patent tramway, 33 waggons and turntables.
The property of the HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO BOAT COMPANY consists of Kowloon Marine Lots Nos. 9, 11, 20 and 21, having a Praya frontage of 1620 feet and an area of 414,000 square feet. The Godowns on these lots have a gross storage capacity of 178,200 tons; three Wharves, one measuring 433 feet long and 37 feet 6 inches broad, another measuring 475 feet long and 37 feet 6 inches broad, and the third measuring 501 feet long and 45 feet 6 inches broad,—(six of the largest vessels that enter Hongkong can be berthed at these wharves at the same time)—rolling stock, including 9970 yards (or 5.66 miles) of Fowler's patent tramway, two weighing machines for waggons, 45 turntables, 56 Fowler's general purpose waggons, 40 Decauville's general purpose waggons, 35 Fowler's double tipping coal waggons, 2 steam hoisting gears, the steam launches *Kowloon*, *Hongkong*, and *Heron*, 4 solid teak lighters, each capable of holding 200 tons, and 3 Chinese cargo boats together capable of holding 125 tons.
The two undertakings above referred to have been working satisfactorily for some period.
It has been arranged to purchase Kowloon Inland Lots Nos. 211, 212, 213 and 214, having a total road frontage of 938 feet and an area of over 145,000 square feet.
Of the total Capital of $1,700,000 the sum of $1,000,000 has been taken up by the vendors of the various lands and premises, as more particularly mentioned in the Memorandum of Association, and the remaining $700,000 only is offered to the Public for subscription.
The Contracts for extending and completing the Godowns and Wharves of the HONGKONG AND KOWLOON WHARF GODOWN AND CARGO BOAT COMPANY will amount in all to a sum estimated not to exceed $100,000. The owners of the Godowns and Wharves have already paid a portion of this estimated sum, and will continue to pay so much thereof as falls due up to the time when the premises are acquired by the Company, when the Company will repay to these owners so much of the said estimated sum as they shall then have paid.
Applications for Shares will be received in London, up to and inclusive of the 15th January 1887, by Messrs MATHESON & Co.; in Shanghai, up to and inclusive of the 31st December 1886, by Messrs MATHESON & Co.; and in Hongkong, up to and inclusive of the 31st December 1886, by the Secretary; and the amount payable on application must be paid to the Hongkong and Shanghai Banking Corporation. If no allotment is made the deposit will be returned, without any deduction, but without any interest, and where the number of shares allotted is less than the number applied for, the surplus will be credited in reduction of the amount payable on allotment and any excess returned.
Forms of applications for shares may be obtained in London from Messrs MATHESON & Co., in Shanghai from Messrs JARDINE, MATHESON & Co., and in Hongkong from the Secretary.
Hongkong, 18th Nov., 1886. 2201

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,
Quarts.....$20 per Case of 1 doz.
Pints.....$21 " " 2 "
Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND WHITE WINES.
Baxter's Celebrated 'Barley Bree' WHISKY,—$7½ per Case of 1 doz.
GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1884. 1187

Auctions.

SALE OF LAND.

THERE will be SOLD by PUBLIC AUCTION, on the Ground, on
WEDNESDAY,
the 24th day of November, at 4 o'Clock Afternoon,—
ALL THAT PIECE OR PARCEL OF GROUND,
With the MESSUAGES and PREMISES thereon, proposed to be registered in the Land Office as Section *A* of MARINE LOT No. 40, bounded on the South by Queen's Road East and measuring thereon 200' or thereabout, on the East by MARINE LOT No. 42 and measuring thereon 203' or thereabout, on the West by MARINE LOT No. 64 and measuring thereon 190' or thereabout, and on the North by the Piece or Parcel of Ground intended to be registered in the Land Office as the Remaining Portion of MARINE LOT No. 40 and measuring thereon 203' or thereabout, the entire Area containing 39,542 square feet or thereabout.
A Plan of the Property may be inspected, and full Particulars regarding the title and conditions of Sale obtained on application to Messrs. JARDINE, MATHESON & Co., General Agents, CHINA SUGAR REFINING Co., LD., or
H. N. MODY,
Auctioneer.
Hongkong, October 28, 1886. 2057

GOVERNMENT NOTIFICATION.

THE following Particulars of SALE of CROWN LAND by PUBLIC AUCTION, to be held on the Spot, on MONDAY, the 29th day of November, 1886, at 4 p.m., are published for general information.
By Command,
FREDERICK STEWART,
Acting Colonial Secretary.
COLONIAL SECRETARY'S OFFICE,
Hongkong, 13th November, 1886. 2186

Particulars of the Letting by Public Auction Sale, to be held on MONDAY, the 29th day of November, 1886, at 4 p.m., by Order of His Excellency the Officer Administering the Government, of Five Lots of Crown Land, in the Colony of Hongkong, for a term of 75 years.

Particulars of the Lots.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.W. & S.E. & N.W.	S.E. & S.E.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
	Rural Building Lots		ft.	ft.	ft.	ft.		$	$
1	37	Magazine Gap	200	670	207		42,100	93	840
2	38	Do.	N.W. 250	S. 120	310	207	44,800	104	900
3	39	Do.	N. 210	350	210	240	61,000	138	1240
4	49	Do.	350	200		227	36,100	84	720
5	50	Do.	237	400	237	380	63,500	146	1280

PUBLIC AUCTION.

SALE OF VALUABLE PROPERTY.

THE Undersigned has received instructions to Sell by Public Auction, on
WEDNESDAY,
the 1st day of December, 1886, at 3 p.m., on the Spot,—
ALL THAT PIECE OR PARCEL OF GROUND
Situate between STAUNTON STREET and CAINE ROAD, abutting on the North side thereof on a Public Road and measuring thereon 82 feet, on the South side on a Public Road and measuring thereon 112 feet, on the East side thereof on a Public Road and measuring thereon 350 feet, and on the West side on a Close registered in the Land Office as INLAND LOT No. 100 and measuring thereon 342 feet, and is registered in the Land Office as INLAND LOT No. 101. The above Property will be Sold in *Two Lots.*
1st Lot.—THE NORTHERN PORTION, upon which CHINESE HOUSES may be erected.
2nd Lot.—THE SOUTHERN PORTION, with the BUILDINGS erected thereon.
TERMS OF SALE.—20 per Cent. of the Purchase Money to be paid on the fall of the hammer, the Balance within 10 days on completion of the transfer, expenses of which to be paid by the Purchaser.
The Vendor reserves to himself the right to bid, either by himself or his Agent.
For further Particulars, Plan of Property, &c., apply to
J. M. ARMSTRONG,
Auctioneer.
Hongkong, November 19, 1886. 2205

Shipping.

Steamers.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT.)
The Co.'s Steamship *Zafiro*, Captain TALBOT, will be despatched for the above Ports on MONDAY, the 22nd Instant, at 4 p.m.
For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, November 18, 1886. 2199

FOR LONDON *VIA* SUEZ CANAL.
The Steamship *Glenearn*, Captain QUARTLY, will be despatched as above on or about the 23rd Instant.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, November 8, 1886. 2127

Shipping.

Steamers.

THE BEN LINE OF STEAMERS.

FOR YOKOHAMA AND HIOGO.
The British Steamer *Benledi*, Capt. RIDDOCH, will be despatched as above on or about the 24th Instant.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, November 17, 1886. 2189

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.
The Steamship *Pembrokeshire*, D. WILLIAMS, Comm'der, will be despatched for the above Ports on or about the 25th Inst.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, November 18, 1886. 2203

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.
(*Calling at* PORT DARWIN & QUEENS. LAND PORTS, *and taking through Cargo to* NEW ZEALAND, TASMANIA, &c.)
The Steamship *Cathrinus*, Captain DARRE, will be despatched for the above Ports on FRIDAY, the 26th Instant, at 4 p.m., instead of as previously advertised.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, November 19, 1886. 2206

FOR NEW YORK *VIA* SUEZ CANAL.
The Steamship *Kent*, W. H. MITCHELL, Commander, will be despatched for the above Ports on or about the 28th Instant.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, November 16, 1886. 2185

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI AND TRIESTE.
(*Taking Cargo at through rates to* CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT *and* ADRIATIC PORTS.)
The Co.'s Steamship *Titania*, Capt. S. MERSA, will be despatched as above on THURSDAY, the 2nd December, at Noon.
For further Particulars, regarding Freight and Passage, apply to the AGENCY of the Company, Praya Central.
O. BACHRACH,
Agent.
Hongkong, November 18, 1886. 2198

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, PORT SAID, MESSINA, NAPLES, LEGHORN, GENOA, AND MARSEILLES.
(*Taking Cargo at through rates to* MADRAS, PERSIAN GULF, BAGDAD, *all* MEDITERRANEAN, ADRIATIC *and* LEVANTINE PORTS, ODESSA *and* ALEXANDRIA, BUENOS AYRES, MONTE-VIDEO, VALPARAISO *and* CALLAO.)
The Co.'s Steamship *D. Balduino*, Capt. G. DODERO, will be despatched as above on or about the 10th December.
The Steamers have splendid Accommodation for Passengers and carry a Doctor and Stewardess.
For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, November 19, 1886. 2207

Sailing Vessels.

FOR NEW YORK.
The 3/3 *L.1.1.* American Barque *Antioch*, HEMINGWAY, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, October 11, 1886. 1948

Notices to Consignees.

FROM LONDON, PENANG AND SINGAPORE.

THE S.S. *Glencagles* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. TO-DAY, the 19th Instant.
Cargo remaining undelivered after the 26th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, November 19, 1886. 2204

For Sale.

MacEWEN, FRICKEL & Co.
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL.

—:0:—

HAVE FOR SALE THE FOLLOWING

STORES.

—0—

EX AMERICAN MAIL STEAMER.

Smoked HAMS.
Golden SYRUP in Gallon Tins.
Assorted SYRUPS.
CUTTING'S Table FRUITS.
ASPARAGUS.
Queen OLIVES.
Sausage MEAT.
CAVIAR.
Potted MEATS.
MACKEREL in 5lb Tins.
Eagle Brand MILK.
Lamb's TONGUES.
Green CORN.
Baked BEANS.
BRAWN.

—:—

A LARGE ASSORTMENT of

COOKING AND PARLOUR

STOVES.

AGATE IRON WARE COOKING UTENSILS.
WOFFLE IRONS.
CHARCOAL IRONS.
KEROSINE LAMPS.
NONPAREIL KEROSINE OIL.

—::—

WINES, &c.

SPARKLING SAUMUR, Pts. & Qts. @ $11 and $12.
CUP CHAMPAGNE, Pts. & Qts. @ $12 and $14.
SACCONE'S SHERRY.
SACCONE'S INVALID PORT.
ROYAL GLENDEE WHISKY.
JAMESON'S WHISKY.
OLD BOURBON WHISKY.
HEERING'S CHERRY CORDIAL.
ASSORTED LEQUEURS.
DRAUGHT, ALE and PORTER.
&c., &c., &c.

—o—

THE USUAL ASSORTMENT of

OILMAN'S STORES,

at the
Lowest Possible Prices
FOR CASH.

MacEWEN, FRICKEL & Co.

Hongkong, July 1, 1886. 1268

Notices to Consignees.

NOTICE TO CONSIGNEES.

S.S. *GHAZEE*, FROM GLASGOW, LIVERPOOL, ANTWERP, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned at Wanchai, behind the premises known as No. 3, 'Blue Buildings,' whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded on, unless notice to the contrary be given before Noon TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 22nd Instant will be subject to rent at the rate of one cent per package per day.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd November, 1886, or they will not be recognised.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.

Hongkong, November 15, 1886. 2172

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Iphigenia*, Capt. L. VOLTMER, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-MORROW, the 17th Instant.

Cargo remaining undelivered after the 23rd Instant will be subject to rent.

No Claims will be admitted after the Goods have left our Godowns.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by

SIEMSSEN & Co.,
Agents.

Hongkong, November 16, 1886. 2183

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *DENBIGHSHIRE*, FROM HAMBURG, ANTWERP, LONDON, PENANG & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned at Wanchai, behind the premises known as No. 3, 'Blue Buildings,' whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be landed here, unless notice to the contrary be given before 4 p.m. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 23rd Instant will be subject to rent at the rate of one cent. per package per day.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd November, 1886, or they will not be recognised.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.

Hongkong, November 16, 1886. 2178

Entertainments.

THEATRE ROYAL,
CITY HALL.

THIS EVENING,
20th November, 1886, at 9 p.m.

THE FRENCH OPERA COMPANY (from Saigon and Batavia).

Under the Distinguished Patronage of HIS EXCELLENCY THE ACTING GOVERNOR, HON. W. H. MARSH.

'LA MASCOTTE,'

OPERA COMIC IN THREE ACTS,
Music by AUDRAN.

Cast of Characters:

LAURENT XVII ...	MM.	Daron.
PIPPO	"	Henriet.
PRINCE FRITELLINI	"	Batréau.
ROCCO	"	Legros.
MATHEO	"	Roussier.
BETTINA	Mlle.	Ida Delaroche.
FIAMETTA	"	Lucile Roland.
FRANCESCA	"	Armandini.
CARLO	"	Esther.
ANGELO	"	Armandini.
UN SERGENT	M.	Augusto.

Mr. BURGAIROLLES, *Chef d'Orchestre.*

PRICES OF ADMISSION:

Dress Circle, - - - - - - $2.00.
Stalls—Front Seats, - - - - $2.00.
Stalls—Back Seats, - - - - $1.00.

Reserved Tickets can be booked at Messrs. HAHN, PIRON & Co.

A. DARON,
Director.

Hongkong, November 20, 1886. 2202

Notices to Consignees.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SOURABAYA, SAMARANG, BATAVIA, SINGAPORE AND SAIGON.

THE Company's S.S. *Borneo* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into Messrs. JARDINE, MATHESON & Co.'s Godowns, West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 23rd Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, November 16, 1886. 2180

STEAMSHIP *AVA*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, Antwerp and Havre, ex S.S. *Medoc*, and from Bordeaux, ex S.S. *Eyriaud des Vergnes*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon TO-DAY (Sunday), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after MONDAY, the 22nd November, at Noon, will be subject to rent.

All Claims must be sent in to me on or before WEDNESDAY, the 24th November, or they will not be recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, November 14, 1886. 2168

To-day's Advertisements.

FOR SHANGHAI.

The Steamship *Ningpo*, Capt. L. D'EGVILLE, will be despatched for the above Port on MONDAY, the 22nd Instant, at 4 p.m.

For Freight or Passage, apply to

SIEMSSEN & Co.

Hongkong, November 20, 1886. 2211

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Bellerophon*, Captain GUTHRIE, will be despatched as above TO-MORROW, the 21st Instant, at 4 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 20, 1886. 2213

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Fooksang*, Captain HOGG, will be despatched as above on MONDAY, the 22nd Instant, at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, November 20, 1886. 2209

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship *Namoa*, Captain POCOCK, will be despatched for the above Ports on TUESDAY, the 23rd Instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, November 20, 1886. 2214

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Ajax*, Captain RILEY, will be despatched as above on WEDNESDAY, the 24th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 20, 1886. 2212

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND SOURABAYA, *VIA* SAIGON AND SINGAPORE.

The Co.'s Steamship *Borneo*, Captain WILKINS, will be despatched as above on or about the 26th Instant

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, November 20, 1886. 2210

'THE INDIAN ENGINEER.'

AN announcement having appeared of the proposed issue of the first number of a Periodical to be entitled 'INDIAN ENGINEERING' on 1st January 1887, and some of our Subscribers having written to us that they understand the publication of the 'INDIAN ENGINEER' has Ceased, we hereby give notice that the publication of the 'INDIAN ENGINEER' will Continue as heretofore, and that we are in no way connected with, or interested in, the proposed Periodical to be called 'INDIAN ENGINEERING.'

Mr. P. DOYLE has Ceased to be the Editor of the 'INDIAN ENGINEER,' and is in no way connected therewith.

W. NEWMAN & Co., 'LIMITED,'
Proprietors and Publishers of
'THE INDIAN ENGINEER.'

4, DALHOUSIE SQUARE, CALCUTTA. 2208

SHIPPING.

ARRIVALS.

November 20, 1886.

Frejr, Danish str., 419, Chas. A. Lund, Haiphong November 17, General.—ARNHOLD, KARBERG & Co.

Zafiro, British steamer, 675, R. M. Talbot, Manila November 17, General.—RUSSELL & Co.

Amoy, British steamer, 814, R. Kohler, Shanghai November 17, General.—SIEMSSEN & Co.

Jacob Christensen, Norwegian steamer, 1,107, G. Bjerck, Kutchinotzu November 15, Coal.—MITSUI BUSSAN KAISHA.

Cicero, British steamer, 1,030, Aaron B. George, Kutchinotzu Nov. 15, Coal.—MITSUI BUSSAN KAISHA.

Cathay, British steamer, 1,884, E. Ashdown, Shanghai November 18, Mails and General.—P. & O. S. N. Co.

Fooksang, British steamer, from Whampoa.

Taichiow, British steamer, 862, J. Nowton, Bangkok November 12, Rice, &c.—YUEN FAT HONG.

Velocity, British barque, 491, R. Martin, Newchwang November 7, and Chefoo 12, General.—PUSIAU & Co.

DEPARTURES.

November 20:—

Borneo, for Amoy.
Fero, for Bangkok.
Hailoong, for Amoy and Tamsui.
Petersburg, for Nagasaki and Vladivostock.
Amoy, for Whampoa.
Wellingdorf, for Wuhu.

CLEARED.

Propontis, for Saigon.
Marie, for Haiphong.
Iphigenia, for Yokohama.
Ashington, for Chinkiang.
Diamond City, for Foochow.

PASSENGERS.

ARRIVED.

Per *Frejr*, from Haiphong, 75 Chinese.

Per *Zafiro*, from Manila, Mrs Barretto, family and servants, Mrs Weston, Messrs Bevis and Liddle, and 100 Chinese.

Per *Amoy*, from Shanghai, 1 European, and 16 Chinese.

Per *Cathay*, from Shanghai: for Hongkong, Messrs N. R. S. Crawford, H. Brooke, L. Lebarbier, J. A. Pond, and native servant, and 12 Chinese; for Calcutta, Lord Henry Paulet; for Venice, Messrs L. R. Standemnayer and F. W. Leaf; for London, Rev. J. W. Brewer, 2 infants, 2 children and amah.

Per *Taichiow*, from Bangkok, 46 Chinese.

Per *Velocity*, from Newchwang, &c., 2 Chinese.

DEPARTED.

Per *Marcia*, for Shanghai, 12 Chinese.
Per *Borneo*, for Amoy, 150 Chinese.
Per *Canton*, for Swatow, 140 Chinese.
Per *Hailoong*, from Amoy, 100 Chinese.

TO DEPART.

Per *Propontis*, for Saigon, 12 Chinese.
Per *Marie*, for Haiphong, 50 Chinese.

SHIPPING REPORTS.

The British steamer *Zafiro* reports: Had strong winds from north to north-easterly with squally weather, and high sea throughout.

The British steamer *Amoy* reports: First part strong north-easterly gales with high sea to Turnabout; thence to port strong monsoon and clear weather.

The British steamer *Taichiow* reports: Left Bangkok at 1 a.m., on the 12th inst. Rough, dirty weather in the Gulf of Siam; thence to port very strong monsoon with very high sea, which only moderated upon entering among the Islands.

The British barque *Velocity* reports: From Newchwang to the Barren Islands, light northerly winds and fine weather; thence to Tung-ying strong winds from north-east and heavy easterly sea, from Tung-ying to port strong monsoon and fine weather.

POST OFFICE NOTICES.

MAILS will close:—

For SINGAPORE & LONDON.—
Per *Bellerophon*, at 9 a.m., on Sunday, the 21st inst.

For HAIPHONG.—
Per *Marie*, at 9 a.m., on Sunday, the 21st inst., instead of as previously notified.
Per *Frejr*, at 9 a.m., on Sunday, the 21st inst.

For MANILA.—
Per *Zafiro*, at 3.30 p.m., on Monday, the 22nd inst.

For SHANGHAI.—
Per *Fooksang*, at 3.30 p.m., on Monday, the 22nd inst
Per *Ningpo*, at 3.30 p.m., on Monday, the 22nd inst
Per *Glenearglen*, at 4.30 p.m., on Monday, the 22nd inst.

For SAIGON.—
Per *Protos*, at 4.30 p.m., on Wednesday, the 24th inst.

MAILS BY THE UNITED STATES PACKET.—The United States Mail Packet *City of New York* will be despatched on TUESDAY, the 23rd Instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

2.15 P.M. Registry ceases.
2.30 P.M. Post-Office closes, but Correspondence may be posted on board the Packet with *Late Fee of 10 cents extra Postage* until the time of departure.

MEMOS. FOR TO-MORROW.

Shipping.

4 p.m.—*Bellerophon* leaves for London.

RELIGIOUS SERVICES:—

UNION CHURCH.—Divine Worship, 11 A.M.—Rev. E. J. Eitel. Service in Chinese, 2 P.M.—Rev. J. Chalmers, M.A., L.L.D.

SEAMEN'S SERVICES.—The Services for Seamen which have been hitherto held in the Mission Church, Queen's Road, will be held in the future in Union Church. On Sunday and Friday evenings at 7.30. All Seamen are invited to attend.

GERMAN BETHESDA CHAPEL.—Service in the German language, by Rev. F. Hartmann, every Sunday, at half-past ten A.M., in the Chapel of the Berlin Foundling House, West Point.

ST. JOSEPH'S CHURCH, Garden Road.—9 A.M. Mass and Sermon. 5.30 P.M. Evening Service, Benediction.

ST. PETER'S SEAMEN'S CHURCH, Sailors' Home.—Service every Sunday at 5.45 P.M. Holy Communion at 7.45 A.M. on the Second Sunday; and after the evening Service on the Fourth Sunday of each month. Service every Thursday at 5.30 P.M.

TEMPERANCE HALL, 7.30 P.M.—Undenominational Meeting.

MEMOS. FOR MONDAY.

Shipping.

4 p.m.—*Fooksang* leaves for Shanghai.
4 p.m.—*Ningpo* leaves for Shanghai.
4 p.m.—*Zafiro* leaves for Manila.

Miscellaneous.

Goods per Steamer *Ava* unclaimed after Noon subject to rent.

Goods per *Ghazee* undelivered after this date subject to rent.

General Memoranda.

TUESDAY, November 23:—

Goods per *Denbighshire* undelivered after this date subject to rent.

Goods per *Borneo* undelivered after this date subject to rent.

Goods per *Iphigenia* undelivered after this date subject to rent.

WEDNESDAY, November 24:—
4 p.m.—Auction of Land.

THURSDAY, November 25:—
11 a.m.—Meeting of Shareholders of The H.K. & Macao Glass Manufacturing Co., Ltd., at the General Managers' office.
11.30 a.m.—Extraordinary Meeting of The Hongkong & Macao Glass Manufacturing Co., Ltd., at the General Managers' office.
3 p.m.—Meeting of Shareholders of the Victoria Laundry Company, Ltd., at Hongkong Hotel.

A. S. WATSON & Co.,
LIMITED.

FAMILY AND DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRYMEN,
PERFUMERS,
IMPORTERS AND EXPORTERS OF MANILA CIGARS,
WINE AND SPIRIT MERCHANTS,
AND
MANUFACTURERS OF ÆRATED WATERS.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.
THE SHANGHAI PHARMACY,
24, Nanking Road, Shanghai.
BOTICA INGLESA, 14, Escolta, Manila.
THE CANTON DISPENSARY, Canton.
THE DISPENSARY, Foochow.
THE HONGKONG DISPENSARY, Tientsin.
THE HONGKONG DISPENSARY, Hankow.

Hongkong, November 13, 1886. 2162

☞ *The publication of this issue commenced at 7.10 p.m.*

The China Mail.

HONGKONG, SATURDAY, NOVEMBER 20, 1886.

TELEGRAMS.

(Via Southern Line.)

[SUPPLIED TO THE 'CHINA MAIL.']

THE LONDON SOCIALISTS.

LONDON, 17th Nov., 1886.

Extraordinary precautionary measures are being taken for the socialist meeting on Sunday, troops and artillery being handy.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Teviot*, Sept. 17; *Annam*, 21; *Salazie*, *Camelot*, 28; *Glaucus*, *Deepdale*, Oct. 26; *Elektra*, *Ulysses*, 29; *Ching-tu*, Nov. 2; *Anchises*, *Lydia*, *Tetartos*, 9; *Amazone*, *Stentor*, *Pandora*, 12.

HOMEWARD BOUND:—*Glenogle*, Oct. 22; *Bellona*, 29; *Gailey of Lorne*, *Port Jackson*, Nov. 2; *Glengarry*, *Hector*, *Nestor*, 9; *Anadyr*, 12; *Antenor*, *Breconshire*, *Ningchow*, *Havre*, *Palamed*, 16.

The next FRENCH MAIL, per the M. M. Co.'s steamer *Melbourne*, is to leave Singapore for Saigon and this port on the 20th inst., at noon, and may be expected here on or about Sunday morning, the 28th inst.

The Union Line steamer *Parthia* left Singapore on the 16th inst., and may be expected here on or about the 22nd inst.

The steamship *Benledi*, from London, left Singapore on the 16th inst., and may be expected here on or about the 22nd inst.

The E. & A. S.S. Co.'s steamship *Guthrie* left Port Darwin on the 14th instant, and may be expected here on or about the 24th instant.

The Austro-Hungarian Lloyd S. N. Co.'s steamer *Titania*, from Trieste, left Singapore on the 17th inst., and may be expected here on or about the 24th inst.

The steamship *Wingsang*, from Calcutta, left Singapore on the 19th instant, and may be expected here on or about the 26th inst.

ORDER OF CHORAL SERVICE AT ST. JOHN'S CATHEDRAL.—22ND SUNDAY AFTER TRINITY.—Matins:—Venite, Barnby; Psalms, Smart and Pye; Te Deum & Jubilate, Baker in F; Anthem, 'Blessed are they that dwell in Thy house;' Kyrie, Missa de Angelis; Hymn, 184.

Evensong:—Psalms, Crotch & Medley; Magnificat & Nunc Dimittis, Bunnett in F; Hymns, 296 (2nd tune) 163, & 20.

'LA MASCOTTE' will be produced by the French Opera Co. to-night, when we expect to see a good house.

A STATEMENT is made in one of the Manila papers that the British barque *Walls Castle*, Captain Kennott, is ashore. This is incorrect; the *Walls Castle* is now in Manila.

THE case against Constable Young, No. 108, and the Indian Constable who are said to have assaulted two Chinese Clerks in the Government employ was to-day adjourned till Monday.

FIVE Annamites who were suspected of having cut the cable between Hongkong and Haiphong have been arrested at Haiphong. The cable was repaired on the 10th inst.

A VIOLENT cyclone or typhoon occurred in Annam about the 25th October. It carried off the buildings of the Agents of the Messageries Maritimes at Quinhon and caused great damage along the coast.

Messrs Jardine, Matheson & Co. inform us that the Indo-China Steam Navigation Co.'s steamer *Wingsang*, from Calcutta, left Singapore yesterday (Friday), the 19th inst., for this port.

IT will be seen from an advertisement in another column that some confusion has arisen as to the continuance of *The Indian Engineer*, through the resignation of the editorship by Mr P. Doyle, who was at one time resident in Hongkong.

THE steamer *Greyhound* is now on the Slip at Kowloon, and a survey shows that she will require a new middle length of keel and a number of new plates, those near the middle of the ship on either side of the keel having been broken or bent up. It is expected that it will occupy about a fortnight to effect the repairs.

ON the 4th November the Militia of Haiphong, under the command of M. Leprevost, vice Resident, captured, after a severe combat, the village of Thai-nghi, occupied by 300 pirates armed with quick-firing guns. This village was considered as a great retreat of the pirates where all the bands were formed. Its occupation is therefore considered as likely to bring peace to the regions round about.

BETWEEN the night of Wednesday and Thursday, 10th and 11th instant, a rather serious fire broke out in the stores of the firm of Samuel at Haiphong. A petroleum lamp in the paper warehouse caught fire about 11 o'clock, and the fire spreading to the roof, soon reached the goods in the store. The loss is estimated at $10,000, which is said to be covered by insurance in the office of the Hongkong Fire Insurance Company. The proprietor, Mr Samuel, received considerable injuries during the fire.

THREE Chinese were sentenced to six months' hard labour at the Police Court to-day for having brought into the Colony two girls for unlawful purposes. The evidence showed that one of them had persuaded the girls to go and visit their mother who was reported to be sick, and that, when he got them on board a boat, he gave them tea which robbed them of their senses. They were then brought on to Hongkong, but were fortunately discovered here by a relative, who gave information to the Police.

THE Shanghai papers acknowledge receipt of the first copy of *The Chinese Times*, which was issued on the 6th instant, nine days in advance of the date originally announced. The first number contains 12 quarto pages, but the ordinary number of pages will be 8. Its motto is *Mehr Licht*, which we trust it will be able to throw on all matters connected with the regulation of Chinese affairs. It is described as being exceedingly well got-up and as reflecting credit on its publishers, the Tientsin Printing Co. Messrs Kelly and Walsh are the local agents.

WE have to acknowledge from Messrs Lane, Crawford & Co. a copy of Letts's famous Diaries for 1887. These handy books are now so well known that they need little or no recommendation. Letts's Diaries have led the van in their own particular line for many years, and the publishers seem to be determined to maintain their position. The diaries can be had in all varieties and sizes, from the handy pocket shape up to the size required by the man who records his every action, and from the rough business memo. form to the elaborate style of a diary meant to be preserved.

THE U.S.S. *Palos* arrived at Shanghai on the 16th instant on her way to Tientsin.

THE Tugboats *Publes* and *Rocket* were cut at Shelpoo Roads last week and succeeded in hauling one of the sunken Chinese men-of-war further in shore.—*N.-C. D. News.*

THE *Kutsang* and *Peking* arrived at Shanghai on the 15th instant from Hongkong. The *News* notices that the time taken by each so nearly corresponded that one only arrived at Woosung in a few minutes less time than the other.

A MOST peculiar accident has occurred to the *Yehsin*. Shortly after leaving Tientsin, her stern post and rudder dropped off the vessel without any warning. The *Yehsin* is detained at Taku, and is now alongside the Government Dock for repairs.—*News.*

THE two men who were captured by the Police on the occasion of the armed attack on the branch of the Chartered Mercantile Bank at Shanghai were before the Mixed Court again on the 15th instant. After hearing all the evidence, the Magistrate decided to send the prisoners into the city where they will be dealt with, after they are allowed an opportunity of aiding the authorities in the capture of the other men implicated in the robbery, and in reply to Mr Playfair he said the sentence will be notified to the police authorities in the Settlement.

THE PRIMROSE CREED.

THE greater draw the lesser swells,
And unto fêtes invite 'em;
And lesser swells draw would-be swells,
And so *ad infinitum.*

IN view of the recent Bank robbery at Shanghai, and the probable presence of rowdies in and about the Settlements, the Magistrate of the Mixed Court is making efforts to get a couple of mandarin gunboats stationed in Soochow Creek.—*N.-C. D. News.*

JOSEPH SLOMAN was tried by Court Martial on board the *Champion*, at Shanghai, on the 15th instant for drunkenness and attempting to break ship. Prisoner pleaded guilty and offered no defence. The Court, taking into consideration his former unenviable character, sentenced him to six months' imprisonment and to be dismissed the service. The sentence will be served either in Hongkong or England, at the option of the Admiral.—*Shanghai Courier.*

THE *Shanghai Courier* sees by the *Shunpao* of the 15th instant that an expectant Taotai named Chil has been appointed by the Viceroy Tseng to visit the Kaiping coal mines in Chili and the Chi-chow iron mines in Kiangsu Province, so that he might note the regulations, and after obtaining sufficient knowledge, he will be sent to Canton and superintend the Mining Companies which have been recently started in Kwangtung Province.

M. CARNEY, a French engineer, arrived at Shanghai on the 15th instant in the *Kutsang*. This gentleman wears the decoration of the Legion of Honour and was for some time engaged on the Panama Canal, which, we understand, he says is a failure, and that the recent earthquakes spoilt a lot of the work that had been done. He leaves for Tientsin this morning by the *Poochi*, having been telegraphed for while in Tongking by M. Thévenet.—*N.-C. D. News.*

As a sop to Lieut.-Col. Hope, an agreement has been come to between the Lords Commissioners of the Admiralty and that gentleman for the trial of a Hope naval gun. The gun is virtually finished, and the preliminary trial or proof will take place almost immediately. We think Col. Hope would have consulted his dignity better if he had, at least for the present, had nothing to do with this trial. It looks too much as if an attempt had been made to bribe him to hold his tongue.

NEWS reaches the *Shanghai Courier* from Tientsin that the agreements of fifteen Germans who have been employed at Port Arthur, Wei-hai-wai, and in the Northern Squadron of the Chinese fleet, have been suddenly terminated. Some of the Germans who are leaving served less than eighteen months of their three and four years agreements, and have recently been joined by their wives and families from home. They will not suffer much, however, if they receive what they are entitled to, namely full pay for the whole time for which they were engaged. But on this point the *Courier* is informed there is some hitch.

We take the following from Mr Peter Maclean's Circular:—

In this 'the day of small things' the past week has claims on importers, or on the American portion of them at least, to be considered a 'red letter' one. What though rates have in instances gravitated towards buyers, and that no individual transaction can show a brilliant out-turn?—Have not sales been large? Is a cash prompt to be despised in the face of a favourable but fickle exchange? Is not an empty house better than a bad tenant? Yea—verily. The loss by decline is trifling in comparison with the relief and other advantages which have been secured, and there is not one in ten of holders to-day who would not most gladly sacrifice a like sprat to catch a similar whale were the opportunity vouchsafed to him. But thus far it has been given to the few only to land a Leviathan, and the market closes as if its life had been crushed by the one supreme effort of the dealers to provide for the winter wants of Newchwang, for which district most of the purchases have been made.

Newchwang must in the ordinary course be closed to us immediately—if not sooner; so must Corea: and already Tientsin dealers are discussing their fast approaching homeward flight. But one or two good men have come from Hankow backed with sycee, and to them chiefly the market is indebted for the little animation it possesses. Those friends are, however, rather difficult to bring to book. They have got thoroughly imbued with Exchange, and they look for all the benefits, and many more, that usually accrue to them from a rise in sterling.

Reuter's Home Export figures in *Plain Cottons* for last month are 8,000,000 yards to Hongkong and 25,000,000 yards to Shanghai, which exceed the total of the figures of the private message given in my report of 2nd instant by 6,000,000 yards; and the Manchester market is said to be very firm! Who is buying for China? and who do they expect to stand with stocks by mid-February next? Do the auctions meet the case? 'Give it up.'

'FRAGRANT WATERS' MURMUR

That my remark of last week, that this Colony is entitled to a really able Governor and one equal to any emergencies that may arise, was partially borne out by the revival of the report that a man like Sir W. Hart-Dyke would be sent here as Governor.

That doubts exist as to the truth of the report, and that the Chamber of Commerce has as yet received no reply to their telegram to the London Chamber.

That it is not surprising that the local Government has as yet heard nothing on the subject, as official wheels move slowly.

That during the last war-scare a Franco-Russian combination was regarded as the very worst possibility out here, and that such an unholy alliance is more possible now than ever it was.

That the direct cable to Singapore should therefore be laid without delay, otherwise it may cost double the money when the pressure comes.

That Lord Charles Beresford has not spoken one moment too soon, and that his words do not tend to strengthen our feeling of security in this 'Malta and Gibraltar of the East.'

That it is extremely fortunate, in the interests of a considerable number of other foreclosures, that the Chief Justice took the view he did in the test case of Kwok Yin Kai versus Sassoon and another.

SHARE LIST.—QUOTATIONS. NOVEMBER 20, 1886.

Stocks.	Nos. of Shares.	Value.	Paid-up.	Position per last Report. Reserve.	Balance c. f'ward	Last Dividend	Closing Quotations, Cash.
BANKS.							
Hongkong and Shanghai Bank Corp.	50,000	$ 125	all	$ 4,500,000 For equalisation of div. $ 200,000	$ 111,760.34	£2 div. ½-year to June 30, '86	173 % prem., buyers
INSURANCES.							
North-China Insurance Co., Ld.	5,000	£ 200	£ 50	Tls. 100,000	Tls. 406,132.00	Tls. 20 p. sh. for 1885	Tls. 270 per share
Yangtsze Insurance Company, Ld.	8,000	£ 20	all	£ 50,000	Tls. 3,059.76	3½ % for ½ yr. Dec. 31 1884	Tls. 118 "
Union Insurance Society Co., Ld.	10,000	$ 250	$ 25	$ 575,000	$ 439,089.41	$31 p. sh. '84	$68
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$ 600,000	$ 187,524.75	20 % per annum	$68 ex div.
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$ 188,000	$ 494,406.00	10 % for 1885	$82½ " sales
Chinese Insurance Co., Limited	1,500	$ 1,000	$ 200	$ 28,711.50	$ 2,808.89	6 % for 1885	$180 per share, nominal
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$ 1,000,000	$ 283,482.55	$7.50 for '85	$430 "
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$ 566,700	$ 228,811.67	$ 6 for 1884	$90 per share
Singapore Insurance Company, Ld.	40,000	$ 100	$ 20	...	$ 17,000	...	$22, buyers
STEAMBOAT COMPANIES.							
H.K. C. and M. Steamboat Co., Ld.	8,000	$ 100	all	$ 130,000	$ 12,850.74	6 % half year June 30/86	90 % prem.
Douglas Steamship Co., Limited	20,000	$ 50	all	$ 142,370.01	$ 1151.13	8 %	$46, buyers
Indo-China S. N. Company, Limited	18,387	£ 10	£ 10	...	£ 4,337.5.9	7 % for 1885	par
60,000 shares issued	31,212	£ 10	£ 10	...			
China and Manila S. S. Co., Ld.	3,500	$ 100	all	...	...	None	25 discount
MISCELLANEOUS.							
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	$ 18,000	$ 6,701.43	7 % half year and 2% bonus	$117 % prem., buyers
H.K. and China Gas Co., Limited.	5,100	£ 10	all	£ 9,177.31	£ 1,527.3.11	10 % and 2 % bonus for '84	$130 per share, buyers
New Shares	1,900	£ 10	£ 7.10				
Hongkong Hotel Company, Lt.	3,000	$ 100	all	...	$ 1,321.41	$6 half year June 30 1886	$185 per share
3,000 shs. issued							
China Sugar Company, Limited	9,000	$ 100	all	...	$ 13,451.51	None	$115 per share, cash
Hongkong Ice Company, Limited	5,000	$ 25	all	$ 30,000	$ 1,125.30	$12	$41 per share
Hongkong Bakery Company, Ld.	600	$ 50	all	$ 6,000	$ 690.66	$16	$120 "
Luzon Sugar Company, Limited	7,000	$ 100	all	...	$ 1,094.52	3 %	$58 "
Perak Tin Mining & S'ting Co.	5,000	$ 50	all	...	...	None	$5 " nominal
Punjom & Sungkie Dua Samatan Mining Co.	40,000	$ 10	$ 5	...	...	None	$10 "
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	...	...	7 %	$52 " sellers
H. & M. Glass Manufacturing Co.	4,000	$ 50	all	...	First year	...	
A. S. Watson & Co., Limited	3,800	$ 100	all	...	$ 372.95	6½ inter. divd. 6 months	$130, buyers
H.K. High-Level Tramways Co., Ld.	1,250	$ 100	$ 50	...	...	...	8 % prem.
LOANS.				Rates of Int.	Payable.		
Chinese Imperial 1881	8,560	Tl. 500	all	8 %	June 16 & Dec. 16	...	par
" " 1884 A.	2790	$ 500	all	8 %	March 15	...	2 % prem.
" " 1884 B.	2790	$ 500	all	8 %	June 30	...	7 % prem.
" " 1884 C.	3189	$ 500	all	8 %	Oct. 15	...	8 % prem.
Chinese Imp. (Ch. Bank Loan) 1885	2790	£ 500	all	8 %	Jan. 18	...	3 % prem.

A. G. STOKES, *Share Broker.*

That had the case been in less able hands than those of the Chief Justice, and had the judgment unfortunately gone the other way, there would have been no end to the litigation that would have ensued in the attempt to set aside foreclosures, now that property has risen in value.

That, although the stinking and repulsive Central Market may continue to poison our food and the neighbourhood for some time to come, it is pleasing to note that the sub-letting of the stalls is being now dealt with.

That the Colonial Treasurer and the Hon. P. Ryrie may yet come to some agreement upon this point, which is of greater importance than it may appear at first sight to be.

That the Licensing Justices proved themselves to be men of sense in putting aside vague rumour and sticking only to facts.

That the attitude of the Police in the matter of the Grand Hotel license has not been so frank and open as it might have been.

That it is sometimes a delicate question now-a-days to call a spade anything more than an agricultural implement.

That the following distich may apply :—

Speak truth and shame the D—l; be honest, true, and just,
Still oftentimes by speaking truth we 'raise the D—l' first.

That the Art of Palmistry is now becoming fashionable in Hongkong since the wonderful Sibyl's efforts here in that line.

That the hospitable 'Spiders' have again begun to spin for the season.

That the public are anxiously awaiting the much-spoken-of reform of the Sanitary Board, as so much is expected therefrom.

That the new discovery of 'Sweet Iron' and the equally novel use of Sugar in the brick-and-mortar trade are expected in certain quarters to give a flip to the Sugar Industry of the world!

That a further effort should be made to teach the natives that the middle of the road is intended for wheel traffic and the side-walks for pedestrians.

That the 'Widow Hunt' was not a success, in spite of the efforts of the ladies and of the Major.

That I must withdraw my previous reference to the rumoured tendency of the Committee to reserve the best parts for themselves, as this can only have applied to something that has never been produced.

That if the A. D. C. can bring forward no stronger talent than they did on Thursday, outside the ranks of the Committee, then the sooner the Committee again undertake the chief parts the better for the credit of the Corps.

That Mr Mitchell-Innes was altogether unequal to the responsibility involved in an average representation of *Felix Featherly*, and that Mr Edinboro appeared to regard *Frank Ivebrook* as something which he decidedly was not.

That the former was not well dressed, while the latter seemed to be made up for a circus assistant.

That Banks, Docks, and Sugars have materially advanced, and that existing circumstances will probably send up all those stocks higher than to-day's quotations.

That the advance in China Sugars is believed to have *bona fide* grounds, and that if the year's accounts bear rumours out, the result will speak volumes for courage and patient industry, considering that only two years ago unthinking ones conceived it possible that the China Sugar Refining Company would be as utterly swamped by the Quarry Bay establishment as the unfortunate Lee Yuen has since been wrecked without a vestige of salvage.

That Quarry Bay was probably only a few years ahead of its time, and that room will doubtless be found for the productions of both Refineries before long.

That it is to be hoped so, in the interests of the Sugar industry and of the local shareholders.

BROWNIE.

THE *TEHERAN* IN A TYPHOON,

FIRE ON BOARD,

We have been favoured by Mr E. L. Woodin, Acting Superintendent of the P. & O. Steam Navigation Co., with the following particulars regarding the experiences of the *Teheran* in a typhoon after leaving Nagasaki :—'The Company's Agent at Nagasaki wired yesterday that the *Teheran*, which left Nagasaki on Wednesday, at 5 p.m., had met with a typhoon, during which she lost four boats and sustained other damage about the decks. During the gale the camphor in one of the lower holds caught fire, which necessitated the flooding of the compartment where it was stowed. The ship put back to Nagasaki and was expected to leave again for Hongkong last night (Friday.) The *Teheran*, we have since learnt, did not get away from Nagasaki until 2 p.m. to-day, so that she is not expected to arrive here till late on Tuesday evening, in which case the homeward mail in all probability will be delayed till noon on Wednesday.

CRICKET.

HONGKONG C. C. v. NORTHAMPTONSHIRE REGIMENT.

A match between two elevens representing these sides was begun on the Cricket Ground yesterday afternoon. The Club went in first and kept the wickets all the afternoon. Some capital scores were made. Foss carried out his bat for 67, Leach made up 48, Captain Porter 44, Barff 26, and E. J. Coxon, 23. The fielding of the Northamptonshire was not all that could be desired, and several catches were missed. Play was resumed this morning at 11 o'clock, but the Northamptonshire failed to make a stand before the bowling of the Club and were disposed of in their first innings for 101. In their second innings they were still more unfortunate, being knocked out for the small score of 64. The only two who made a good stand were M. D. Graham, who scored 43, and A. A. Lloyd, who scored 41.

HONGKONG CRICKET CLUB.

Capt. Porter (Buffs), b Warburton	44
E. J. Coxon, b Smith	23
A. J. Leach, c Spinks, b Warburton	48
A. de C. Scanlan, c Bramwell, b Smith	0
E. H. Sawyer, b Graham	7
W. Bruce-Robertson, c Bramwell, b Graham	0
G. S. Coxon, c Grant, b Smith	3
A. K. Travers, b Graham	0
H. Foss, not out	67
C. S. Barff, b Graham	23
H. W. Dick, c Vickers, b Smith	8
Byes, &c.	15
	253

BOWLING ANALYSIS.
HONGKONG CRICKET CLUB.

	Balls.	Runs.	Maidens.	Wickets.	Wides.
Grant	35	25	3	—	1
Smith	120	57	7	4	—
Graham	115	73	4	4	—
Spinks	20	25	—	—	—
Warburton	50	46	—	2	—

NORTHAMPTONSHIRE.

1st Innings.		2nd Innings.	
G. A. Bramwell, run out	0	b Coxon	0
M. D. Graham, b Coxon	43	c Scanlan, b Leach	8
A. Parker, c Scanlan, b Travers	0	run out	2
H. Vickers, b Travers	8	b Coxon	3
A. A. Lloyd, c Scanlan, b Porter	41	c Foss, b Leach	15
C. P. Pedler, b Coxon	4	b Leach	5
Private Grant, c Robertson b Coxon	0	b Leach	3
R. O. Smith, c Porter, b Coxon	0	c Scanlan, b Leach	8
J. Collinson, b Coxon	4	b Leach	16
Private Spinks, b Coxon	0	not out	6
Private Warburton not out	1	b Leach	0
Extra	5	Extra	3
	101		64

BOWLING ANALYSIS.
FIRST INNING.

	Balls.	Runs.	Maidens.	Wickets.	Wides.
Leach	50	37	1	—	—
Travers	35	19	1	2	1
Porters	35	23	0	1	—
E. J. Coxon	33	17	3	6	—

SECONDING INNING.

Leach	62	25	3	7	—
E. J. Coxon	55	38	3	2	—

THE CHINESE RENDITION CASE.

Doubtless nearly all our readers have forgot the existence of a Chinaman of the name of Cheung Yeh, who has been in the Victoria Gaol if not from time immemorial at least for the period of ten months on a charge of piracy and murder within the jurisdiction of His Imperial Majesty the Emperor of China. The case has been running on all these months and has afforded a capital opportunity for two rising solicitors to develop their forensic powers. We have not troubled our readers with much of the evidence for or against. The story was but a somewhat modified version of the startling incidents revealed at the trial of Chang Chi, the cousin of the present prisoner. All things have an end, even trials at the Police Court, and to-day the two lawyers in the case—Mr Caldwell for the prosecution, and Mr Wilson for the defence—exercised their debating powers in reviewing the case before Mr Mackean.

Mr Wilson, who first addressed the Court, asked his Worship to take into consideration the peculiar circumstances under which the charge was brought. It was not a first charge but the second charge for what might be said to be the same offence. The Chinese Government were not to bring a charge against this man at first, but when they saw he would not turn traitor on his cousin they threatened him through their agent U Sin Wan and afterwards carried out that threat and prosecuted him. A charge was brought against him through Mr Ewens, but it entirely failed. But the Chinese Government was not like ordinary mortals; when they failed with one charge they brought up a second and employed another solicitor. Mr Wilson would have His Worship consider attentively the great length of time since the alleged piracy and murder happened—2 years and 7 months ago. The alleged crime happened in an out-of-the way place where it was almost impossible to obtain information as to the defendants or the witnesses for the prosecution. It was also very peculiar that the men should be allowed to go free for two years after having committed such fearful crimes. Mr Wilson relied for his defence mainly on the evidence of Chang Chi, who stood in the witness box at the brink of death—and such a death—and gave evidence. They had seen it reported how he died by one of the most terrible deaths that any human man could invent. Yet that man in face of death said his cousin Chang Yeh was at his native place and could not have been in any way near the alleged place of the piracy. The prosecution had not brought all their witnesses to identify the prisoner. One man was brought to identify him, and then the prisoner was brought out and the others almost rushed into his arms. And then as to the witness who did identify him, Inspector Quincey had said that he could pick out a Fukien man out of a thousand Cantonese. Then the last witness who was examined said the prisoner when he boarded the junk had on a Soochow coolie hat, while the first witness said he had no hat at all. Mr Wilson submitted that, in the confusion of the firing of musketry and the throwing of the stink-pots and the large bomb which burst the after part of the prosecutor's junk, it was impossible that they could, as they said, have identified this man,—a man whose name they did not know—and after the lapse of two years come down here and pick him out. His Worship should take also into consideration the conduct of the prosecution—a prosecution by the Chinese Government, a people who first of all endeavoured to carry off Chang Chi by a gross infringement of every rule of etiquette between nations. The Government of China apologised for that conduct, but yet while this case was pending they must needs go and kidnap another British subject,—(Mr Caldwell—No)—or a man who for the time was under the protection of the British nation, and instead of waiting till proper enquiries could be made they had this man's head taken off before there was any chance of diplomatic interference. There was very little that a prosecution who did such things would stick at, and he submitted that the whole of the case was trumped up and brought for the purpose of vengeance. Mr Wilson in conclusion hoped that His Worship's report to the Governor would be favourable, and that the case would be dimissed.

Mr Caldwell said he had such a strong case and the defence had said so little against it that he would not trouble His Worship with a long statement; but there were some remarks made with reference to the Chinese Government that he could not allow to pass without comment. He denied that it was a second charge. It was an entirely different case. He did not think His Worship would take into consideration in this case the way in which the gunboat people endeavoured to arrest Chang Chi, nor the reports as to his ultimate fate after he was delivered up by the British Government. He was authorised by the Viceroy of Kwang Tung to say that that story which became current in this Colony, which had no doubt been set on foot by enemies of the Chinese Government, was an absolute falsehood from beginning to end. He did not deny that Chang Chi had met with decapitation, but he was decapitated only after due inquiry into his previous offences, and that fact could very well be substantiated by reference to the Consul at Foochow. The statement that the Chinese Government did not intend to prosecute Chang Yeh until they found that he was not to give evidence against Chang Chi was not supported by any evidence, and Mr Caldwell presumed His Worship would simply regard it as a statement of counsel doing the best he could for his client. As to the length of time which had elapsed since the piracy was committed and the prosecution he reminded his Worship that China at that time and up to a recent date was in very great trouble as to Foreign matters. He referred to the Franco-Chinese dispute. Reports were made but they had to stand over, were in fact shelved in view of more important considerations. As to the identification by the witnesses it was no fault of the prosecution that the prisoner was brought into Court before all the witnesses had identified him. It was a most unfortunate thing for both sides. No care at all was taken to prevent any of the witnesses seeing the prisoner. When he came up to the Court on the first day the prisoner was actually in the dock. It fortunately happened that his witnesses were only on the way and he had to rush out to prevent them from coming into the Station. There could be no earthly question about two of the witnesses having identified the man. They were put through the usual test, which was successful. With regard to the conduct of the Chinese Government in kidnapping Chang Chi from this Colony he submitted that that had nothing to do with this case and that the British Government would know how to support their dignity. Vituperation was a general weapon of weakness and when the defence could not do anything else they threw mud. He submitted in conclusion that a clearer case and a more consistent case had never been put before His Worship. Considering the way the witnesses had been cross-examined about details away from this case, the fact that the defence had only been able to find the small discrepancy with reference to the hat was a proof of the strength of the prosecution's case. It had been clearly shown that not only piracy but murder had been committed by the prisoner under circumstances of the greatest atrocity and he thought, His Worship should report that not only a *prima facie* case had been made out but a strong *prima facie* case—he would go further and say a conclusive case.

Mr Mackean remanded the case till Monday.

THE LATE M. PAUL BERT.

L'Avenir du Tonkin of the 12th November has the following sympathetic article on the late Resident General of Tonkin :—

To-day there is public mourning, national mourning. M. Paul Bert, our Resident General, succumbed yesterday at 5.32 p.m. to the last agonies of the illness which has carried him off in so few days. Who could have foreseen this fatal *denouement* so soon. He was attacked a fortnight ago with dysentery, but since then his illness was in a fair way of being cured, and when we wrote a week ago we expected a speedy recovery. But unfortunately in the night of Sunday, to Monday, 8th November, a new complication occurred suddenly; a secondary hemorrhage gave the sufferer great trouble and caused the acutest fear for the success of the treatment. These apprehensions were only too well founded for in 24 hours later the doctors who had bestowed their skill and care on M. Bert were obliged to declare that they were unable to do anything and that all hope seemed to them lost. From Tuesday evening to the hour of his death untold sufferings imposed a long martyrdom on the sufferer, sufferings which he endured with extraordinary energy and which were only equalled by the mental tortures of all the family and of those who surrounded the bed of agony. During all his sickness M. Paul Bert continued to keep himself well informed of the progress of affairs, and the day before his death he dictated his last instructions.

When the sad news spread in the town of Hanoi it caused a moment of stupor; people refused to believe the reality of this calamitous news. The valliant French Colony in Tonkin has been accustomed to suffer adversity and during the last two years no misfortune has been spared to her, but never has she felt a ruder blow. Till now she has only been touched in her interest; to-day her sincerest affections have been hurt. Our Resident General was not only a Governor for us, he was our valliant, patriotic defender and above all our friend We take pleasure in recalling the memory of the sitting of the Chamber of Deputies on the 21st, 22nd, 23rd and 24th December of last year, when he struggled hand to hand to defend our interests, and in which he put the question of Tonkin so to the front that he was able to save the country from shame and dishonour. He was indeed a friend who did not fear to leave his own country and bring his family among us in order by his political and moral influence to shelter us from new attacks of the partisans of evacuation, while at the same time he beatowed on our adopted country an administrative organisation which will be its strength in the future.

The French Premier sent the following telegram dated Paris 11th November 1886 to Madame Bert: 'I am the interpreter of the entire Government in expressing the profound grief with which we learn the irreparable misfortune that has happened to you. The Chamber of Deputies to whom I immediately communicated the cruel information joined in the sentiments of the Government and raised its sitting. May these testimonies of sympathy lessen the bitterness of your despair.'

The Emperor of Annam and the great Queen Mother has joined in expressing their grief at the death of M. Bert. As a sign of grief the King has postponed for a month the celebration of the fêtes in honour of his father.

The body of M. Bert will be sent back to France by the transport *Annamite*. Madame Bert will return to France with all her family by the first steamer in December of the Messageries Maritimes.

Subscriptions are being received at Haiphong for a statue to M. Bert.

Hangchow.

(*From N.-C. D. News' Correspondent.*)

The proclamation re-stating the toleration of Christianity, and calling on the people to abstain from making disturbances in the chapels, &c., &c., was posted in prominent places throughout the city about a month ago.

A foul murder occurred in the city some time since. A man, whose wife had died, hired a woman as a servant. This servant became uneasy lest the master's daughter a girl eighteen years of age should divulge the intimacy existing between her father and herself. She persuaded the father to kill his daughter. Early one morning he beat her with a heavy club. The neighbours hearing the noise forced their way into the house and up the stairs and found the girl nearly dead. The father would not allow them to call a physician, boldly claimed the right to kill his own daughter, and proceeded to put some planks together to make a coffin for her. This, the neighbours remonstrated against and carried the woman before the local constable. The father bought over the constable by the payment of two dollars. A man who had been in negotiation for the girl as a wife now came forward and furnished a coffin, and the inhuman father tumbled the body into it, while it was yet warm, and without using any of the articles that Chinese always put in a coffin. The neighbours would not submit to this barbarity and reported the case to the magistrate. When asked by this official how he could be so black-hearted as to do this deed, he replied that it was his own daughter! Thereupon the magistrate ordered him to be beaten with the bamboo and to be cangued for one month! He has already served his time and is a free man again. The neighbours have broken up his shop and refuse to allow him to live in the neighbourhood again.

12th Nov.

Tientsin.

The following news items from Tientsin are taken from *The Chinese Times* of the 6th instant :—

The new despatch steamer *Yu Shun*, built at the Taku Dock, has come up to Tientsin, and is much admired for her fine appearance and sea-worthy qualities. She is 120 feet long, 20 feet beam, 12½ feet depth. Draws 10 ft. 4 in. aft and 5 ft. 6 in. forward, and steams without difficulty 12½ knots with a developed horse-power of 420 horses.

When the Russian gunboat *Sevuch* came up to the Bund the other day she was welcomed as the vanguard of our winter defence fleet, but we now learn she is under orders to leave again immediately, and her return is not certain. We are still in the dark as to what is to be the composition of the frozen-in fleet this winter. It is a problem which always requires ingenuity to solve, because of the inharmonious nature of certain of the ingredients. The Admirals of the different naval powers usually arrange among themselves the distribution of the various guardships at the Chinese ports, but in Tientsin when gunboats of several nationalities are usually stationed during the winter, the grouping has to be done with a proper regard to the flesh and blood of which the crews are made. It is held unorthodox to leave a Russian and an English crew to gallop about the Bund together for three months. Similarly it is not deemed advisable to throw a German and a French crew into daily contact during a season when there is no escape for either party in the event of a *fracas* such as the one which took place lately at Nagasaki. The problem is, however, not more difficult of solution than that of the man in the story who had to convoy across a river an incongruous party consisting of a fox, a goose and a bag of some kind of grain. We like to be as impartial as possible in these international questions, but we must own that in this case our sympathies are always with the vessel that carries the nicest officers, and a band, even when it is not a very large one.

The Director of the telegraph works in the Eastern Provinces, H. E. Yui, has completed the connection of wires to the Fantien and Kirin Provinces. It is stated that on the 28th ult. he has, with his deputies, officers, clerks and workmen, returned to Vladivostock whence he would return to Tientsin to-day.

The copper cash having gradually become insufficient for use, and the cost becoming dearer day by day, the Tientsin Taotai has prohibited the exportation of copper cash which the merchants usually convey in hemp bags. We hear now that in order to restore the depressed condition of the currency a new coining mill has been lately placed at the temple of Yui Huang in the Eastern gate of Tientsin City for resuming coining.

The late inundation in the different districts within the Tientsin Prefecture has caused great damage to the crops; not a single grain could be received from the field. People have greatly sympathised with the poor refugees who are suffering starvation. A group of about 60 or 70 has come from Chin Hai, the next district to Tientsin, begging most earnestly the Tientsin Taotai at his Yamên for assistance and provision. They sleep at the gate of the Yamên in the night, but in such a distressful state that people cannot bear to look at them. If the authorities, arranging about the relief of famine, will render the provision of congee on an earlier date, as the Peking refuge did in the autumn, it will surely do much good and save many lives.

The Admirals of Pei-yang squadron, H. E. Ting, and Nan Yang Squadron, H. E. Woo, have both arrived at Tientsin to see the Viceroy on certain official affairs. We hear that they all come from Korea.

The Haikwan Taotai, H.E. Chow, has arranged to borrow from the new French Bank a loan of 600,000 taels on behalf of the Governor of Shantung, H.E. Chang-yao, on very favourable terms.

PORT ARTHUR.

('*Shih Pao*,' 2nd November.)

Some ten days ago we referred to a rumour that the Harbour works at Port Arthur had been entrusted to a French Syndicate headed by M. Thévenet. We expressed astonishment at this rumour, thinking it extremely unlikely that a Syndicate so closely connected with the French Government officials could be entrusted with the execution of works of such military importance as those of Port Arthur. Our surprise was based on the recent troubles between France and China, on the destruction of a fleet in the Min river designed and built by French engineers, and the attempted destruction of the Foochow Arsenal which had also been planned and constructed by Frenchmen in the service of China. Our surprise was further founded on the consideration that as yet there are many minor questions in connection with the frontier delimitation and frontier trade in Tonquin not properly settled, and that only quite recently France by her official diplomacy and her newspapers claimed, and still claims a right of exercising protection over Chinese Christian communities dwelling within the boundaries of the empire,—a pretension which cannot be admitted without endangering the *prestige* of this country and planting in her bowels the seeds of the malady which has ruined the Turkish empire. Turkey, once a powerful nation and the terror of all Europe, has now been brought to the condition of a lingering invalid, and a mere plaything in the hands of the nations of the West.

Since, however, mentioning the matter as only a rumour we have learned that we were recording a fact, and that really after negotiations secretly carried on, and with the assistance of the Taotais Lo-fêng-loh and Lo-tsên-loh, the Taotais Chow Fu and Yuen Pao-lin, signed, on the 15th day of the 9th moon (October 12th) a contract, placing the execution of the Port Arthur Harbour works in the hands of the French Syndicate—Thévenet. Subsequently, we were assured by a communication from a friend that there is nothing strange in the fact that the contract was given to Thévenet, for the simple reason that Thévenet had offered to do the work 150,000 taels cheaper than another gentlemen who, by official request, had tendered for the contract. We willingly published in our paper our friend's communication (see *Shen Pao*, Oct. 26th), but at the same time we felt in duty bound to make minute enquiry into the case in order to place on record a true and fair statement of the history of the Port Arthur Harbour works, and of the circumstances under which the contract with the French was made.

When, seven years ago, it was decided to make Port Arthur the great naval station of the Pei Yang, two things had to be done. First, the place had to be fortified. Secondly, the harbour had to be made suitable for ships of war of deep draft. Dock, Workshops, and Magazines had to be constructed. As regards the seaward fortifications the programme then laid down has been carried out. A good choice was made in the person of Mr Von Hanneken who, in spite of many difficulties, but favoured by the troubles then going on in Tonquin, was able to complete his work satisfactorily. With the Harbour works the case was quite otherwise. The officials placed in charge had no idea of the magnitude of the task they had undertaken, and they were so devoid of the most elementary knowledge of the nature of the work that they did not even know how to distinguish between good and bad advice. They were thus set afloat in a sea of doubt. One day they wished to go according to their primitive Chinese notion of Harbour work; then they thought to make a combination of foreign and Chinese ideas; and finally they thought they would resort entirely to foreign methods of construction. Thus it happened that the first Superintendent of Harbour works, Hwang Taotai, estimated for a dam which had to be constructed in order to effect the excavation of the Eastern basin at 6,000 taels. The dam was erected, consisting simply of mud, and was, as might be expected, soon swept away. The cost of its construction finally amounted to 30,000 taels. Hwang was subsequently discharged and was eventually disposed of altogether. His successor, Yuen Taotai, on the recommendation of Chow Fu, Haikwan Taotai of Tientsin, employed some Chinese engineers who had made a name for themselves in connection with river works and who did their work, so far as concerns the excavation of the Eastern basin, remarkably well. The stone embankments, however, with which the sides of the excavation were supported did not justify the application of Chinese engineering methods to such work. Scarcely had these stone walls been put up when they began to slip down, and there is no doubt that what remains will have to be taken down. In this way many tens of thousands of taels have been uselessly expended. These misadventures led at last to the employment of a competent foreign engineer, who revised the original plans, and in consultation with the naval authorities fixed on new plans according to which the embankments of the Eastern basin, the Dock, Workshops and Sheds were to be constructed.

After many consultations new contracts were entered into for the purchase of materials on advantageous terms to China; and everything was arranged to proceed vigorously with the works, under the administrative superintendence of the Chinese, but the foreign engineer being responsible for carrying out the works. Then the French Syndicate, headed by Mr Thévenet, came to Tientsin. They were employed by certain French iron founders to sell their manufactures to China. The Taotai Chow-fu took it into his head to submit the plans of the German engineer to Thévenet; who, being anxious to obtain a footing for himself and his employers, as a matter of course, reported unfavourably of the Port Arthur Engineer. The Taotai, thinking Thévenet must be a very clever man, asked him to make out plans of his own and to make a contract for the whole work. Owing to the intervention of Mr Detring, Commissioner of Customs, the French plans were then submitted to the German Engineer, who at once showed them to be absurd, but the authorities seeing that between two opposites they could not decide called in an old experienced English engineer to report on both. The English Engineer supported the proposals of the German, and declared that his leading principles were in accordance with the best technical knowledge of the day in Europe. As to the French tender the Englishman pointed out three fallacies of great importance. First, that Thévenet, instead of condemning the stone work of the Taotais, agreed to prop it up for a very small sum. Second, that Thévenet wanted to employ a kind of stone which everybody knew would not stand exposure. Third, that if the work they intended to do was correctly represented on the plan the measurement was deficient by more than 1,500 feet, and though the price appeared on the surface to be cheaper than the German engineer's estimate, yet it really would be dearer if the proper quantity of work was included. These glaring errors and other things caused the French tender to be put aside. The next thing was to get the English and German engineers to work conjointly, and in order to finish the works without further loss of time the English engineer was requested to make a tender for the whole job, which he did. The tender for execution of the plans of the German engineer, using the best materials in stone, concrete, &c., for the construction of the embankment, and buying the best quality of iron and other work in Europe, was finally made for the sum of 1,300,000 taels. This tender, with the plans, having been officially delivered to the authorities, was at once given up by the Haikwan Taotai to the French, with a request that they would make a lower offer. This of course was done, and a reduction of 150,000 taels, as stated by our friend, was proposed by the French and accepted by the Taotai without any communication either with the German engineer who was in charge of the works or the English engineer who made the first offer to contract. The new plans of the German engineer had previously been given to Mr. Thévenet by the Taotai, and had been entirely condemned by the French. Nevertheless it must have been the same plans on which the present contract has been made. It is so far satisfactory that these carefully drawn up plans have been adopted by the new contractors, and that the stone walls will be pulled down, and all that can be said is that the men who made the grossest mistakes in their own work have put the whole business into the hands of a man who committed three capital errors in his own original tender, a man of whose qualifications as an engineer or a merchant the Taotais knew nothing, and perhaps cared less. There is some difference between the French and the English tender. The English engineer stipulated that his work should be subjected to severe examination by a fully qualified engineer, as is always done in such contracts in Europe. The French on the other hand stipulate that there is to be no supervision over their work save only by the Taotais who employ them.

Although we have discussed this affair simply on the basis of economy we must say that there are certain things in the administration of a government which cannot be judged from that point of view alone. For all ordinary business we highly approve of the French as of all other nationalities enjoying free competition, and the government can then select the best and cheapest article. But as regards Port Arthur it is of supreme importance to the safety of the empire that there should be a proper harbour there for the reception of the fleet, and that it should be constructed quickly. It is not of supreme importance to economize 100,000 Taels over the cost.

It is only to be remarked in conclusion that the Germans always did their work at Port Arthur creditably, and when the time of danger came they stood by their work and it was not their fault if it was not put to the severest test. Now that the danger is past it gives foreigners a curious impression to see all the Germans one by one discarded as one puts off an old coat, and the French received into such favour. Considering the trouble the French have given China in Tonquin, and the forcing a French protectorate over native Christian communities,—foreigners will naturally conclude that the way to obtain the confidence and favour of officials is to sink our ships, burn our arsenals and stop our food supplies. This is not a very convenient lesson to teach them.

The Port Arthur contract has been made, and it must of course be carried out. All we have said has been in reply to the communication sent us by a friend explaining the action of the Taotais. But in directing public attention to some of the weak points of the transaction we may have done something to prevent any additional expenses being incurred which are at present hidden. If we could also believe that our remarks would cause the work to be done so as when the harbour is completed it will compare favourably with the designs of the German engineer, then indeed we shall not have written in vain.

DEATH OF CLUNY MACPHERSON.

Scotsmen will be interested in the following notice of the death of Cluny Macpherson, taken from the *Inverness Courier* of October the 5th :—

We regret to announce the death of Colonel Duncan Macpherson of Cluny Macpherson, C.B., which took place on Sunday morning at the family seat in Badenoch. Cluny has been in indifferent health since spring last, when he retired from the command of the 42nd Regimental District (Perth), to reside at Cluny Castle, and discharge his duty as a resident proprietor as his father did before him. It was not his fortune to enjoy for any length of time the long descended estates of the family and the headship of the clan. His father died in January 1885, and the son has speedily followed him to the tomb, passing away in the fifty-third year of his age. During the time he has been in possession he gave promise of being a considerate and popular landlord. We understand that one of his latest acts was to submit to several of his tenants terms of lease in which they readily acquiesced.

Cluny's life was passed in military service. He joined the 42nd (in which his father also served), and was present at the Relief of Lucknow, for which he held a medal and two clasps. In 1873 he took an active part in the Ashantee War, being then Major of his gallant regiment. He was in actual command of the regiment at the Battle of Amoaful, and though wounded in three places, he continued at his post, and led the Black Watch to victory. We remember to have seen it stated at the time that his first wound was received at nine in the morning, but he led on his men until 3 p.m., when he was able to send word to the commanding officer that he was in possession of Amoaful, and that the victory was won. Sir Archibald Alison complimented him on the spot for his gallant conduct, and Sir Garnet Wolseley a little later added his cordial commendations. For his services on that occasion he obtained the Companionship of the Bath, and was made Brevet-Colonel. On his return home he was presented with the freedom of the burgh of Inverness, the ceremony taking place in the Town Hall. A few years later, his father was proud to be able to say that he had two sons in command of Highland regiments—his eldest son being Lieutenant-Colonel of the 42nd, and his second son of the 93rd. When war broke out in Egypt, Colonel Duncan was again at the head of the Black Watch, and took part in the storming of Tel-el-Kebir. Referring to him shortly afterwards, General Herbert Macpherson said—'His conduct in Egypt was most distinguished. So far as I know he was the only man who rode over Arabi's entrenchments at Tel-el-Kebir; for he led the Black Watch on horseback.' On his return Colonel Macpherson shared in the marks of appreciation which his countrymen conferred on the officers of the expedition.

The experiences which Colonel Macpherson underwent in so many parts of the world, and chiefly in hot countries, sowed the seeds of disease in his constitution. For some time he has been in feeble health, and within the past few weeks it was known that he could not recover. The end, when it came, however, appears to have been somewhat sudden. It is remarkable that within less than two years, father, mother, and eldest son have all passed away. The deceased was married to a daughter of the late General Harris, but leaves no family. He will, therefore, be succeeded by his brother, Colonel Ewen Macpherson.

THE NEW CHINESE CRUISER.

On the 29th Sept. a large armoured cruiser, built for the Chinese Goverment by Messrs. Sir W. G. Armstrong, Mitchell and Co., and named the *Chih Yuan*, was launched at Elswick Shipyard in the presence of a large concourse of spectators. There were present the representatives of the Chinese Goverment and several directors and officials of the Elswick firm, including Lord Sudeley, Captain Noble, Mr. P. B. G. Westmacott, and Major Jones. The men in the yard suspended work to witness the launch, and as the vessel glided off the ways cannons were discharged at the water's edge. The ceremony differed from ordinary launches in England, inasmuch as the Chinese forms were used, and in accordance with these no ladies were allowed to take part therein. After the launch a large company assembled in the model room, where Lord Sudeley said he had been asked to propose a toast which he was sure they would all receive with acclamation. It was a toast which he could not help feeling should have been proposed by their well-known deputy-chairman, Captain Noble. He, however, must obey orders; and therefore he acceded to the request to propose 'Success to the *Chih Yuan*.' The *Chih Yuan* was a very beautiful vessel, as they all know who had seen her glide into the water. Her name was somewhat a peculiar one, but it meant 'Go to a far distance and demolish all you come across.' The *Chih Yuan* was one of the type of cruisers which had for many years been strongly advocated by the Elswick firm. She would have a displacement of 2,300 tons, a speed of about 18 knots, and an armament of three 7-inch guns, two 6-inch and a number of smaller guns. There was no doubt that, looking at her size and type, she would be the most powerful vessel afloat of that particular description. He was glad to be able to say the Chinese overseers who had inspected the vessel during her progress had stated that they were thoroughly satisfied with the vessel. The firm of Armstrong, Mitchell and Co. had a great duty to fulfil. They had to economise labour; they had to economise time; and they had to economise capital, and in the ship just launched he thought they had done all that. They heartily congratulated the Chinese Empire upon the ship which had just been launched, for they believed it would do honour to them. He was sure that the few words he had said would be sufficient to bring home to them that toast, which he believed they would drink by acclamation. He could, looking into the future, only further express the hope that that ship might for a long number of years be a ship which would redound to the credit of the firm, and for many, many years be one of the great powers of the Chinese Navy.

Mr Fung Yee, of the Chinese Legation, said that in the absence of the Chinese Minister in Russia he had been deputed by his Excellency to come to Elswick to the launch of that cruiser. In the first place, it was a pleasant duty to thank them for wishing success to the cruiser which they had just seen launched; and, in the second place, to thank them for wishing success to the Empire from which they came. He thought there were no nations which had lived at peace and in close friendship with each other as had England and China. He trusted and believed that friendship would be everlasting. Although they built warships they built them more with the object of defence than offence. He expressed their appreciation of the solidity of the work turned out by Messrs Armstrong, Mitchell, and Co.; and he was sure all the requisite conditions would be found to have been fulfilled when the cruiser went to China. There were, perhaps, not many there who understood Chinese, and he translated the name of the vessel as 'There is no distance to which this cruiser cannot extend, and what enemies is she not able to overcome?' He proposed 'Success to the firm of Sir William George Armstrong, Mitchell, and Co.'

Quotations.

HONGKONG, *November 20.*

OPIUM—New Patna, cash,	512½
" Old " cash,	—
" New Benares, cash,	488¾
" Old " cash,	—
" New Malwa, cash,	520
" Allowance, Taels	16/32
" Old Malwa, cash,	540/50
" Allowance, Taels	24/48
" Persian, Oily, cash	370/450
" Allowance, Taels	16/32
" Persian, Paper tied	400/500
" Allowance, Taels	16/48

Exchange.

HONGKONG, *November 20.*

On London—	
Bank, Wire,	3/4⅜
" On demand,	3/4½
" 30 days' sight,	3/4⅝
" 4 months' sight,	3/4⅞
Credits, 4 "	3/5½
Documentary, 4 months' sight,	3/5¼
On Paris—	
On demand,	4.23
Credits, 4 months' sight,	4.33
On New York—	
On demand,	82
Credits, 60 days' sight,	83¼
On Bombay—	
Wire,	224½
On demand,	225
On Calcutta—	
Wire,	224½
On demand,	225
On Shanghai—	
On demand,	71⅞
30 days' sight,	72½
Gold Leaf, 100 fine	$31.35
Sovereigns,	5.84

Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

BAROMETER—	9 A.M.	30.240
Do.	1 P.M.	30.150
Do.	4 P.M.	—
THERMOMETER—	9 A.M.	68
Do.	1 P.M.	71
Do.	4 P.M.	—
Do. (Wet bulb)	9 A.M.	61
Do. Do.	1 P.M.	63
Do. Do.	4 P.M.	—
Do. Maximum		71
Do. Minimum over night		67

METEOROLOGICAL REGISTER.

AT 4 P.M. TO-DAY.

Barometer	30.12
Temperature	68
Humidity	57
Direction of Wind	E
Force	3
Weather	b

Hongkong Observatory, Nov. 20, 1886.

CHINA COAST METEOROLOGICAL REGISTER.

NOVEMBER 19.—AT 4 P.M.

Station.	Barometer reduced to sea level and 32° Fah.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain during previous 24 hr.
Manila	29.88	82	71	NNE	2	c	—
Haiphong	29.93	75	—	NE	—	b	—
Hongkong	30.17	68	52	E	3	c	—
Amoy	—	—	—	—	—	—	—
Foochow	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Wl'ostock	—	—	—	—	—	—	—
NOVEMBER 20.—AT 11 A.M.							
Bolinao	29.91	79	—	SE	2	c	—
Haiphong	30.12	68	—	W	—	c	—
Hongkong	30.25	68	48	E	2	c	—
Amoy	—	—	—	—	—	—	—
Foochow	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Wl'ostock	—	—	—	—	—	—	—

W. DOBERCK,
Government Astronomer.

Hongkong Observatory, November 20.

1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade in degrees, Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4.

THE TALE OF A BEARD.

Captain X——'s regiment—I, of course, cannot give his name in full, or regiment, for obvious reasons; the captain is still 'hale and hearty,' and if I committed an indiscretion the consequences might be terrible to myself—I was saying, the captain's regiment was stationed at the Cape of Good Hope at the time of Sir Harry Smith's command. The regiment rejoiced in the possession of a colonel with a 'character.' He delighted to be looked upon as the 'father' of his regiment, joined in the sports and pastimes, loved to be confided in by his officers, and so on, but he was a strict disciplinarian.

It is a strange illustration of the crookedness of our unregenerated natures that the real *mauvais sujet* will generally choose the most exemplary and unapproachable characters for playing off his practical jokes upon. X—— was no exception to this rule. On several occasions he had managed to 'score off' his venerable chief, who, naturally enough, resented such marked attentions. The regiment, being on Colonial service, was allowed to grow a beard—that is, the officers were permitted to do so; and several of these gentlemen rejoiced in remarkably fine specimens in the way of moustache and whiskers. X——'s beard was especially luxuriant. It was (firstly) coal black, (secondly) covered nearly every inch of his face below the eyes, and (thirdly) terminated in two tremendous spikes, which, on windy days, would stream over the gallant captain's shoulders and fly out like two tattered distress signals, or the ends of a British (rural) scarecrow's comforter.

The colonel watched this hirsute contempt of 'rules and regulations' with an evil eye. One fine day, being more than usually offended by the eccentricity displayed by his officers in the matter of beards, whiskers, and moustachios, he ordered his luckless adjutant to request his 'comrades in arms' to reduce their beards to respectable proportions. Of course there was much grumbling, but the scissors were called into use, with, undoubtedly, pleasing results. X——, however, remained obdurate; his beard and whiskers had cost much time and trouble to get into proper trim, and it was not fair that a tyrannical colonel should deprive him of his silky facial appendages. He remained obdurate, we say. The adjutant spoke to him personally. No effect. Still the streaming signals of distress, 'd—d weather-cocks,' as the irate chief termed them, graced the physiognomy of the contumacious captain. This was getting unendurable to the good genius of the regiment; he fretted and fumed, and at last, having used up his available stock of patience, he, at mess, remarked on the bad taste displayed by some men in allowing personal peculiarities to become too marked, and, waxing more pointed, turned round to X—— and said—'Do you not think, Sir, that a few inches off your beard would be a great improvement?' It was X——'s turn to be wroth; he left the messroom as soon as he decently could, in a huff, determined to be revenged.

There was early parade every morning at the Cape, companies being formed by the non-commissioned officers, under the eye of the adjutant, when the colonel and company officers made their appearance on 'officers fall-in' being sounded by the bugle. On the particular morning after X——'s public rebuke from the chief, the offended captain was late on parade. When he arrived in the barrack-yard he found the men drawn up, the officers at their respective posts, and the colonel mounted, with the adjutant by his side. As he ran forward, the regiment being in line formation, his back was, of course, turned towards the colonel, but his face visible to the whole regiment. As he approached, the line suddenly wavered, shakos and muskets got out of the perpendicular, pompoms shaking from side to side; the men were contorted and seemed to be suffering from the colic. The malady was infectious (or contagious, whichever it is). The chief glared in speechless rage; the whole regiment was on the broad grin, and the officers doing their best to conceal their laughter! As for the Irish major, he was bent double over his holsters, his face purple with suppressed mirth. The colonel, with flashing eyes, turned on the astonished adjutant, demanding, 'What the devil is the matter with the regiment, Sir?' Then, seeing from which quarter the grin originated—it had rippled along the line from left to right, like a wave breaking over the glassy surface of a calm lake—he spurred his charger, giving vent to exclamations far more forcible than polite. Meanwhile Captain X——, having joined his company, had drawn his sword and faced about. Then the mystery was solved; the whole inexplicable scene explained. X—— had completely shaved off beard, whiskers, and moustache. Now, as the regiment had been out at the Cape for some eighteen months or more, the gallant officer's forehead and every inch of the face left uncovered by his late adornment had been pretty deeply bronzed by the rays of King Sol. So, when he shaved completely, naturally the parts which had been covered by the beard appeared quite white. The effect was certainly not becoming; the gallant captain resembled very closely a fine specimen of our primitive forefathers, the baboon. Scarlet in the face, with staring eyes, the colonel reined in his steed, glared at his captain, and then deliberately took off his hat and threw it at the offending officer. Matters were growing serious. X—— sheathed his sword and demanded to be placed under arrest, and declared his determination that the affair should be brought before a court-martial.

'Very well, Sir; consider yourself under arrest; retire to your quarters, Sir,' roared the now desperate chief, and, wheeling round, he gave certain necessary orders to the adjutant. Captain X—— went back to his rooms, and had the mortification of having a sentry placed at his door. He was furious; events had been too much for him. To be called to task before the mess was bad enough, but to be publicly insulted and have a cocked hat shied at him—it was fearful! Yes, veritably, the service was going to the dogs; he would shake off his fetters and be free once more.

Meanwhile the colonel cooled down; the adjutant came and said the old man was sorry for what had passed, and that he, the adjutant, felt certain that if a proper apology were made all would be forgotten and go well. The sentry was taken off; X—— told he was at liberty. The first use he made of his liberty—such is the owl-like blindness of mankind—was to send in his papers, which he personally saw off by a mail sailing-vessel. But the colonel really was a kind-hearted man, he did all that a man in his position could do to smooth matters. The poor adjutant had a hard time of it; he was continually going backwards as an unofficial *chargé d' affaires* from the 'father of the regiment' to his sulky 'child.' At length X—— repented. Apology was tendered, and right gladly accepted, and, moreover, the colonel insisted on X——leaving for England immediately, in order to intercept his papers. The necessary leave given, X——started on his homeward voyage in a steamer bound for Portsmouth. Everything seemed to be going well, and X——chuckled at getting out of such a serious scrape so easily. But—there's many a slip 'twixt the cup and the lip!—the steamer's shaft got out of gear when less than half the voyage had been accomplished, and they had to make the rest of the way by sailing. When they got to Portsmouth X——, by this time in a fine 'fit of the blues,' posted up to London, only to find that the sailing-vessel had arrived in the Thames long before, discharged all her cargo, and that his papers had been received at the Horse Guards and his resignation accepted. His money was lying for him at Cox's, in Craig's Court, and he no longer had the privilege of donning the Queen's scarlet.—'That Confounded Beard,' by Guy C. Rothery, in the *Army and Navy Magazine* for October.

THE CHINESE THE COMING RACE.

The following article was communicated to the *Straits Times*:—

A Rangoon paper remarks that it is generally believed that before the expiration of another century the Taline-Burman race will be almost, if not quite extinct. This leads to the consideration of how long it is possible for the Malaysian to exist. The genera habits of the Malay, like those of the Burman, are such as afford every opportunity for a pushing, thrifty, frugal, industrious race to outrun them in the race for life; not only indeed to outrun them, but even to oust them from every kind of employ and leave them to starve. This race is at hand and is rapidly overrunning the Malaysian Peninsula. The Chinese are emigrating westward by thousands weekly; the first port they reach is Singapore, and numbers of them stay here; others going to Malacca, Penang, Burma and India. On account of the great struggle for life that, owing to the enormous population, exists in China, the Celestial is particularly well adapted by his early training to cope with the effeminate Malay, Burman and Indian, and to succeed in defeating any or all of them. That this is true as regards the Malay is evident from the fact that in the Straits Settlements he is only employed as a syce, a gardener, or a policeman; he does a little fishing, but even in this branch of industry the Chinaman is ahead of him. The vocation of a policeman is just suited to the Malay, but particularly unsuited to the Celestial, hence in this one particular line he will be left undisturbed. He is indolent to a degree and will not labour beyond the extent that is absolutely necessary to ensure him his food. He fortunately has no very vicious habits as have the Burman and some Indian races, but his innate idleness is sufficient to bring about his extinction. In the Native States he has just the ghost of a chance of holding out a while longer, but it is not difficult to foresee that even on his own ground he is heavily handicapped when running against the Celestial. The Malay woman is little better than the man, hence the race is dwarfed and stunted, and is in no way to be compared either physically or mentally with the opposing race. Even his language, at any rate in these Settlements, is giving way to a kind of corrupt patois that he himself does not understand. All these causes combined render it positively certain that a hybrid race of Chinese will by and by inhabit the Malayan Peninsula. Now, if we travel further north and take a view of Burma, we observe the same progress going on, only there the Chinaman is assisted in his work of monopoly by the energetic Mussulman from the North West Provinces of India; but the former has the lead. There are causes at work there that render the work of ousting the Burman even more easy than that of removing the Malay. The former, in addition to being indolent, is a victim to a number of bad habits; he is a confirmed gambler, an inveterate opium eater; he does not hesitate to use alcoholic stimulants when he can get them; he is brutal to a degree, holding human life of no value. When offended he will have recourse to the dah and kill or wound any person who happens to be in his way. Now the Burmese woman is the very opposite of this; she is hard working, and, as a rule, supports the household, is in fact the bread-winner; her life is therefore one of drudgery although she enjoys more liberty than any other eastern woman. It is a fact that the Burman possesses splendid physique, but even that will not stand to him long. The Burmese woman will marry, or live with the man of any nation; while the Burman will never marry out of his nation. To him there is no woman like his own. The Burmese woman has, however, a very shrewd idea of business, and can fully appreciate the value of an energetic, persevering business-like man; she is a hard working, frugal woman, *par excellence*, if we except a little pardonable extravagance in showy garments; hence she is much more likely to select as her future partner a business man, than an idle Burman vagabond. The Chinaman therefore, gets possession of the best woman, after the Europeans have had their choice; then the more energetic natives of India select numbers, and the Burman gets what is left. It is not then difficult to understand how the Burman may first dwindle down to a mere shadow and then lose his identity altogether. In the meantime the Celestial is overrunning Burmah as rapidly as he is populating Malaysia. The last industry left in the hands of the Burman was that of paddy cultivation, but even that is passing rapidly to the Chinese and Indians, and it may safely be stated that a quarter of a century hence will see Rangoon as much Chinese as is now Singapore. Siam will share the same fate, in fact the prolific Chinese, not being able to find the wherewithal to live on in their own country, must find an outlet, and it is only a question of time to have them teeming not only all over the east, but all over the world. They have raised the joss house in Australia and America, and it will not be long ere other Christian countries will witness the same thing. As far as the Colonial and Indian Governments are concerned, it is quite possible they would just as soon have Chinese or hybrid Chinese subjects as either Malays, Burmese or Indians; there is no doubt but that, from a progressive viewpoint, the countries would be the gainer. It is hopeless to expect development from the present occupants.

A WOMAN'S SUFFERING AND GRATITUDE.

A VOICE FROM AUSTRIA.

Near the village of Zillingdorf, in Lower Austria, lives Maria Haas, an intelligent and industrious woman, whose story of physical suffering and final relief, as related by herself, is of interest to English women. 'I was employed,' she says, 'in the work of a large farmhouse. Overwork brought on sick headache, followed by a deathly fainting and sickness of the stomach, until I was unable to retain either food or drink. I was compelled to take to my bed for several weeks. Getting a little better from rest and quiet, I sought to do some work, but was soon taken with a pain in my side, which a little while seemed to spread over my whole body, and throbbed in my every limb. This was followed by a cough and shortness of breath, until finally I could not sew, and I took to my bed for the second, and, as I thought, for the last time. My friends told me that my time had nearly come, and that I could not live longer than when the trees put on their green once more. Then I happened to get one of the Seigel pamphlets. I read it, and my dear mother brought me a bottle of Seigel's Syrup, which I took exactly according to directions, and I had not taken the whole of it before I felt a great change for the better. My last illness began June 3rd, 1882, and continued to August 9th, when I began to take the Syrup. Very soon I could do a little light work. The cough left me, and I was no more troubled in breathing. Now I am perfectly cured. And oh, how happy I am! I cannot express gratitude enough for Seigel's Syrup. Now I must tell you that the doctors in our district distributed handbills cautioning people against the medicine, telling them it would do them no good, and many were thereby influenced to destroy the Seigel pamphlets; but now, wherever one is to be found, it is kept like a relic. The few preserved are borrowed to read, and I have lent mine for six miles around our district. People have come eighteen miles to get me to buy the medicine for them, knowing that it cured me, and to be sure to get the right kind. I know a woman who was looking like death, and who told them there was no help for her, that she had consulted several doctors, but none could help her. I told her of Seigel's Syrup, and wrote the name down for her that she might make no mistake. She took my advice and the Syrup, and now she is in perfect health, and the people around us are amazed. The medicine has made such progress in our neighbourhood that people say they don't want the doctor any more, but they take the Syrup. Sufferers from gout who were confined to their bed and could hardly move a finger, have been cured by it. There is a girl in our district who caught a cold by going through some water, and was in bed five years with costiveness and rheumatic pains, and had to have an attendant to watch by her. There was not a doctor in the surrounding districts to whom her mother had not applied to relieve her child, but every one crossed themselves and said they could not help her. Whenever the little bell rang which is rung in our place when somebody is dead, we thought surely it was for her, but Seigel's Syrup and Pills saved her life, and now she is as healthy as anybody, goes to church, and can work even in the fields. Everybody was astonished when they saw her out, knowing how many years she had been in bed. To-day she adds her gratitude to mine for God's mercies and Siegel's Syrup.'

MARIA HAAS.

The people of England speak confirming the above.

AFTER MANY YEARS.

'Whittle-le-Woods, near Chorley,
'December 26th, 1883.

'Dear Sir,—Mother Seigel's medicine sells exceeding well with us, all that try it speak highly in its favour. We had a case of a young lady that had been troubled many years with pains after eating. She tells us that the pains were entirely taken away after a few doses of your medicine.—Yours truly, 'E. Peel.'

AFTER SEVERAL YEARS.

'Stoke Ferry, January 9th, 1884.

'Gentlemen,—I have used Seigel's Syrup for several years, and have found it a most efficacious remedy for Livor complaints and general debility, and I always keep some by me, and cannot speak too highly in its praise.—I remain, yours truly,
'Harriett King.'

AFTER SIXTEEN YEARS.

'95, Newgate Street, Worksop, Notts,
'December 26th, 1883.

'Gentlemen,—It is with the greatest of pleasure I accord my testimony as to the efficacy of Mother Seigel's Syrup. My wife, who has suffered from acute Dyspepsia for over sixteen years, is now perfectly better through the sole help of your Syrup. I have spent pounds in medicines from doctors—in fact, I began to think she was incurable, until your marvellous medicine was tried.—I remain, yours, thankfully.
'Alfred Ford.'

THE EFFECTS HAVE BEEN WONDERFUL.

'Ilford Road Dispensary, Dukinfield,
May 3rd, 1884.

'Dear Sir,—I am happy to inform you that the sale of your Syrup and Pills increases here continually. Several of my customers speak of having derived more benefit from the use of these than from any other medicine. In some instances the effects have been wonderful.—Yours very respectfully, 'Pro. Edwin Eastwood, J. B.'

Intimations.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1885.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ending 31st December last, in Order that the PROPORTION of PROFIT for that year to be Paid as BONUS to CONTRIBUTORS may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent Claims or Alterations will be allowed.

By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.

Hongkong, October 1, 1886. 1874

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(FORMERLY ARTICLED APPRENTICE AND LATERLY ASSISTANT TO DR. ROGERS,)

AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS,
No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.
Sole Address
2, DUDDELL STREET,
(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 66

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS,
BY
ERNEST J. EITEL, PH.D., TUBING.
THIRD EDITION
REVISED, WITH ADDITIONS.

Price, $1.50.
LANE, CRAWFORD & Co.

Hongkong, August 20, 1884. 1398

WASHING BOOKS.
(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.
CHINA MAIL Office.

Intimations.

MANILA SLIP COMPANY, LIMITED.

THIS Company having COMPLETED the SLIPWAY and WORKS at Cañacao (Cavite) is now prepared to undertake the REPAIRS of VESSELS, and other SHIPBUILDING WORK, under the Direction of AN EXPERIENCED ENGINEER and SHIPBUILDER from one of the principal Shipyards of the Clyde.

Dimensions and principal Particulars of Patent Slip and Ship-yard at Cañacao (Cavite).

Length of centre ways of Slip	820 feet.
Length of Slip cradle	270 "
Width of Slip inside rope-rods	36 "
Inclination of ways 1 in 18.	
Depth at outer end (high water to rails)	26 "
Length of Slip rail dry at low water	445 "
Length of Slip rail extreme high water	350 "
Height of cradle-rails to keel blocks—fore end	2 ft. 9 ins.
after end	7 " 6 "
Rise and fall of tide-extremes springs	5 " 6 "
average neaps	3 " 9 "
Width of ways, centre to centre of side rails	27 "
Capacity of the Slip in gross tonnage	2,500 tons.
(NOTE.—*This last particular must depend on the draught and build of Vessel.*)	
Working capacity of hydraulic hauling gear	2,000 tons.

The site of the Company's works is on a perfectly sheltered Bay, where Vessels can lie and work be carried on in any weather.

THE REPAIRING SHOPS include PLATING AND BOILER SHOP, SMITHY, FOUNDRY, FITTING SHOP, CARPENTER'S SHOP and SAW-MILL, with a full equipment of appliances for every class of REPAIRS to STEAMERS and SAILING SHIPS, WOOD and IRON, and the BUILDING of SMALL CRAFT of all kinds, up to about 200 Tons.

PEELE, HUBBELL & Co.,
Agents.

Hongkong, November 1, 1886. 2071

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1885.

SHAREHOLDERS in the above Company are requested to Furnish the Undersigned with a LIST of their CONTRIBUTIONS for the year ending 31st December last, in Order that the DISTRIBUTION of the PROFITS reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the THIRTIETH DAY OF NOVEMBER NEXT, will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Ltd.

Hongkong, October 15, 1886. 1969

GRIFFITH'S NEW VIEWS OF HONGKONG ARE NOW READY,
1, *DUDDELL STREET.*

GRIFFITH & Co.,
MANUFACTURERS
OF THE
LONDON ÆRATED WATERS,
1, *DUDDELL STREET,*
Continue to Supply;

SODA	WATER,	LEMONADE,	
TONIC	"	GINGERADE,	
SELTZER	"	RASPBERRYADE,	
SARSAPARILLA	"	&c., &c.,	&c.

At the same Moderate Charges.

Hongkong, June 9, 1885. 957

THE HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO-BOAT COMPANY.

THE Company will receive STEAMERS and SAILING VESSELS alongside their Wharves at Kowloon, and Land, Re-ship, and/or Store GENERAL CARGOES, SILK, OPIUM, COTTON, GRAIN or MERCHANDISE in First-Class Granite Godowns at *Cheap Rates.* Also COALS in specially constructed Sheds.

For the convenience of Commanders and Storers the Company's launch *Hongkong* will convey to and fro those interested FREE OF CHARGE, starting from the Pedder's Wharf EVERY HOUR from 6 a.m. to 5 p.m., and from the Wharf at Kowloon at the half-hour.

For further Particulars, apply to
W. KERFOOT HUGHES,
Agent,
Pedder's Street.

Hongkong, February 17, 1886. 331

To Let.

TO LET.

FROM the 1st September next, the Commodious PREMISES known as the P. & O. OLD OFFICES, lately in the occupation of the HONGKONG & SHANGHAI BANKING CORPORATION.

For further Particulars, apply to the Undersigned.

E. L. WOODIN,
Acting Superintendent.

Hongkong, August 21, 1886. 1614

TO LET.

ROOMS in 'COLLEGE CHAMBERS,' No. 16, HOLLYWOOD ROAD. No. 12, SEYMOUR TERRACE.

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, November 12, 1886. 632

TO LET.

A FIVE-ROOMED HOUSE at the PEAK, Good TENNIS GROUND attached.

Apply to
DENNYS & MOSSOP.

Hongkong, January 28, 1886. 192

TO BE LET.

IN THE NEW PREMISES, BANK BUILDINGS, immediately opposite the HONGKONG HOTEL'S Main Entrance,—One Handsome Plate-Glass SHOP Frontage of 40 feet.

GODOWNS at WEST POINT—Large and Small.

COAL STORAGE.

Apply to
SHARP & Co.

1862

Insurances.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF *His Majesty King George The First,* A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

STANDARD LIFE OFFICE.

NEW ASSURANCES.

FROM 1850 to 1855	... ...	£2,492,988.
" 1855 " 1860	... ...	2,815,455.
" 1860 " 1865	... ...	3,834,365.
" 1865 " 1870	... ...	5,713,813.
" 1870 " 1875	... ...	6,048,364.
" 1875 " 1880	... ...	6,193,186.

Since 1880 there is a still further increase.

The Total existing Assurances exceed £29,000,000, while upwards of Eleven Millions Sterling have already been paid in DEATH CLAIMS.

PREMIUMS IN CHINA EXCEPTIONALLY MODERATE.

For full Particulars, apply to
THE BORNEO COMPANY, LIMITED,
Agents.

Hongkong, June 1, 1886. 1075

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at ½ per cent. net premium per annum.

NORTON & Co., *Agents.*

Hongkong, May 19, 1881. 939

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPIECE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship *CATHAY,* Captain E. ASHDOWN, with Her Majesty's Mails, will be despatched from this for LONDON, *viâ* BOMBAY and SUEZ CANAL, on TUESDAY, the 23rd November, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed *viâ* Bombay without transhipment, arriving one week later than by the ordinary direct route *viâ* Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

N.B.—This Steamer takes Passengers and Cargo for MARSEILLES.

E. L. WOODIN,
Acting Superintendent.

Hongkong, November 12, 1886. 2156

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 29th day of November, 1886, at Noon, the Company's Steamship *BRAUNSCHWEIG,* Captain STÖEMER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 28th November. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, November 16, 1886. 2161

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF NEW YORK* will be despatched for San Francisco, via Yokohama, on TUESDAY, 23rd November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong November 2, 1886. 2092

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;
ALSO
BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON TUESDAY, the 30th November, 1886, at Noon, the Company's S.S. *SAGHALIEN,* Commandant HOMERY, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 29th November, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, November 17, 1886. 2122

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *BELGIC* will be despatched for San Francisco, via Yokohama, on THURSDAY, the 2nd December, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, November 13, 1886. 2164

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)
CAPITAL,—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to
ARNHOLD, KARBERG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

BATAVIA, British barque, Capt. Nelson.—Chinese.

ENOS SOULE, American ship, Capt. J. T. Soule.—Master.

ESSE, German brig, Capt. E. Schwartz.—Chinese.

FRED. P. LITCHFIELD, Am. barque, Capt. O. C. Young.—Gonsalves & Co.

JOHN FRAHEY, British ship, Capt. Thos. Ryan.—Messageries Maritimes.

RALPH M. HAYWARD, Am. barque, Capt. Joseph Baxter.—Arnhold, Karberg & Co.

SARAH HIGNETT, American ship, Capt. Morgan.—Ed. Schellhas & Co.

THERESE, German barque, Captain Möller.—Chinese.

POST OFFICE NOTICE

Unclaimed Correspondence,

November 19, 1886.

	Lets.	Pap.		Lets.	Pap.
Abboth, S. H.	1		Lambert, Miss L.	1	
Ah Lien	1		Leaf, F. W.	1	
Allen, E. L. B.	2		Leang Hok Ting	1	
Alves, H. W.	2		Lerra, W.	1	
Anger, F.	1		Levy, E.	1	
Armstrong, Jas.	1		Lowson, Capt. J. W.	1	
Ashton, R.	2		Maclean, W. F.	1	
Asuncion, G.	1	regd.	Maclin, Dr W. C.	1	
Benny, F.	1		Mallet & Son	1	
Boynon, D.	1		Mana Singh	1	regd.
Bolfa, M.	1		Martin, Chas.	1	regd.
Bollenhagen	1		Mawry, Capt. J.	1	
Brereton, Rev. W.	1		McCaslin, L.	1	
Cason, Rev.	1		Molasky, J.	1	
Chan Hong	1		Mitchell, J.	2	
Charteris, Hon. E.	3		Muller, G.	2	regd.
Cheung Yuen	1	regd.	Nelson, A.	2	
Clark, Mrs S.	1		Nunes, L.	1	
Cowen, L. L.	1		Paterson, F.	1	
Doerham, J.	1		Patterson, A.	1	
Detl, M.	1	regd.	Paulet, Lord Henry	1	
Ema, Miss O.	1		Perring, Miss	1	
Engelbech, H.	1		Pohl, G. H.	1	
Fletcher, Chas.	4	3	Rentzke, P.	1	
Forbes, Rev. W.	1		Roberteon, R.	1	
Fraser, M. F. A.	2		Rothschild, Messrs de	1	
Galton, W. R.	1		Santelle, Miss P.	1	
Gibson, W.	1		Schwarz, B.	1	regd.
Gidley, H. J.	1		Schwarz, S.	2	
Good, D.	1		Short Short & Co.	1	
Griffith, Mrs W. M.	1		Smith, Gaston	1	
Gullick, Rev. L. H.	2		Smith, Mrs J. H.	3	4
Harding, J. R.	1		Smith, D.		1
Hardy, Jas.		1	Souza, Mrs A. F.	1	
Hargrave, R.	2		Stradian, B.		7
Harkeli, A.	1		Swaney, Albert	1	
Harris, W.	1	p.c.	Taylor, Mrs	2	
Hess, Miss C. M.	1		Capt. W.		
Holhome, L. J.	1		Thatcher, Hon. M.	1	
Holt, H. E.	1	pt. cd.	Tong Sue	1	
Holland, Wm.	3		Tyzack, D.	1	1
Innes, T.	1		Wakefield, C. E. S.	1	regd.
Jacobs, Mr	1		Wewel, A.	1	
Jorgensen, Capt. I.	1		Wiespanger, Max.	1	
Joseph, S.	1		Williams, Miss L.	2	
Kan Kai	1		Williams, W. J.	1	1
Kirchtroff, J. H. K.	3	6	Wilson, R.	1	
Knights, Mrs	1		Yon Hing	1	regd.
Kuss, J. P.	2		Yow Hing	1	regd.

DETAINED.

Arif, E. M., Shanghai, letter.
Baptiste, H., Leeds, 2 papers.
Bennett, Miss E., Plymouth, 1 parcel.
Blomfield, Miss, Ilminster, 1 parcel.
Brandt, R., Foochow, 1 letter.
Campbell, Mrs M. A., Glasgow, 1 parcel.
Clark, Miss, Cape Town, 1 parcel.
Ingram, W., Ayr, 1 parcel.
McGill, Mrs T., Glasgow, 1 parcel.

For Merchant Ships

	Lets.	Pap.		Lets.	Pap.
Alex McNeil			2 Kallope	1	
Andrias	2		Lady Harewood	6	21
Anna Bertha	1		Leander	1	
Annie, H. Smith	1		Leonora	1	
Basuto	1		Luzon, s.s.	2	
Bermuses, s.s.	1		Lyee Moon	1	
Billy Simpson	8		Mardoor	1	
Bona Fides	1		McLaurin	1	
Brynhilda	14	4	Oaburgha	2	
Camelot of Leith	1		Pactolus	2	2
Carrie Hecle	3		Paladin, s.s.	1	
Chandernagor	1		Pamnben, s.s.	3	
Changsha	1	2	Pearl